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PAGES FROM
A SEAMAN'S LOG:

BEING THE FIRST EIGHTEEN MONTHS OF THE CRUISE

OF

H. M. S. WARSPITE,

IN THE PACIFIC.

BY WM. H PALMER.

VICTORIA, B. C.:
MUNROE MILLER, PRINTER, JOHNSON STREET.
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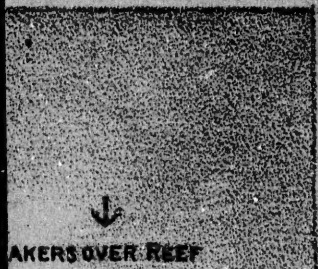
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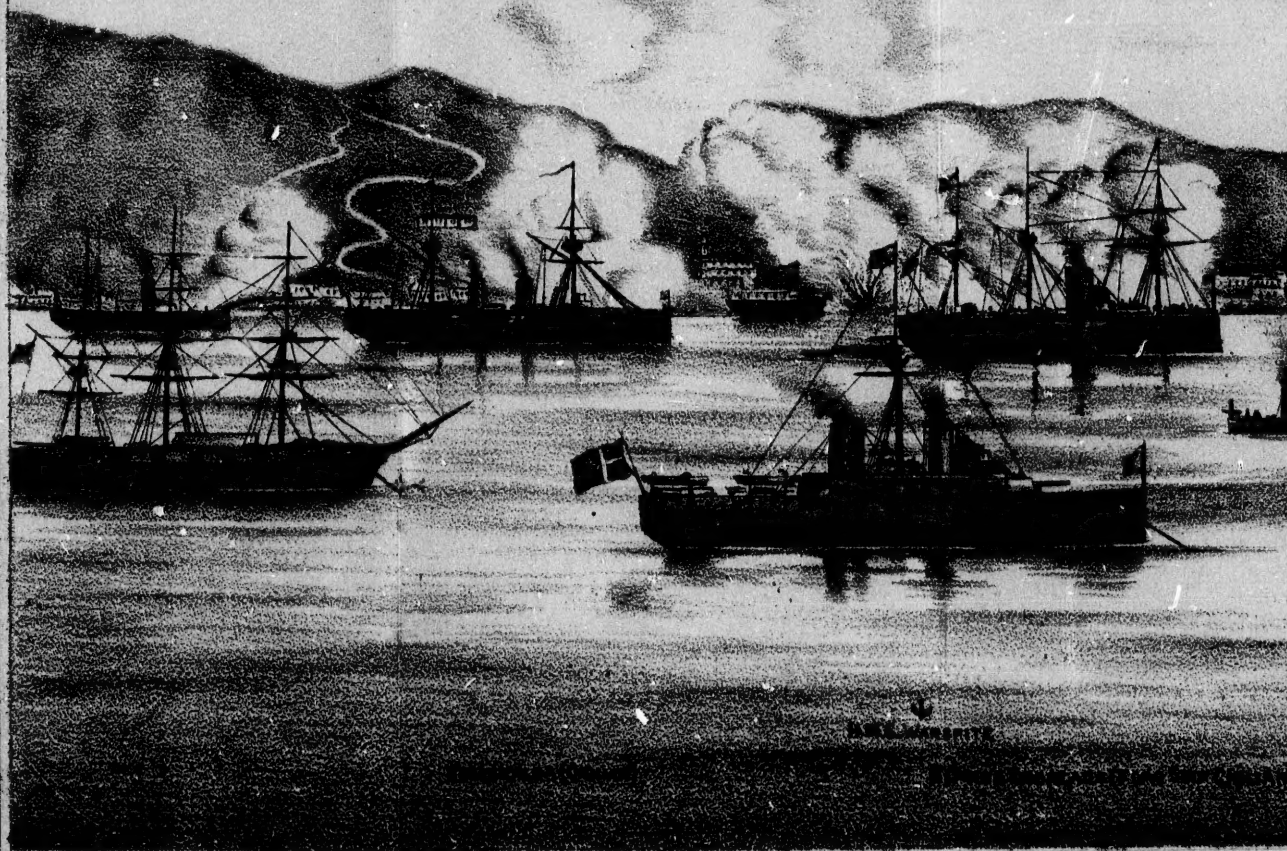
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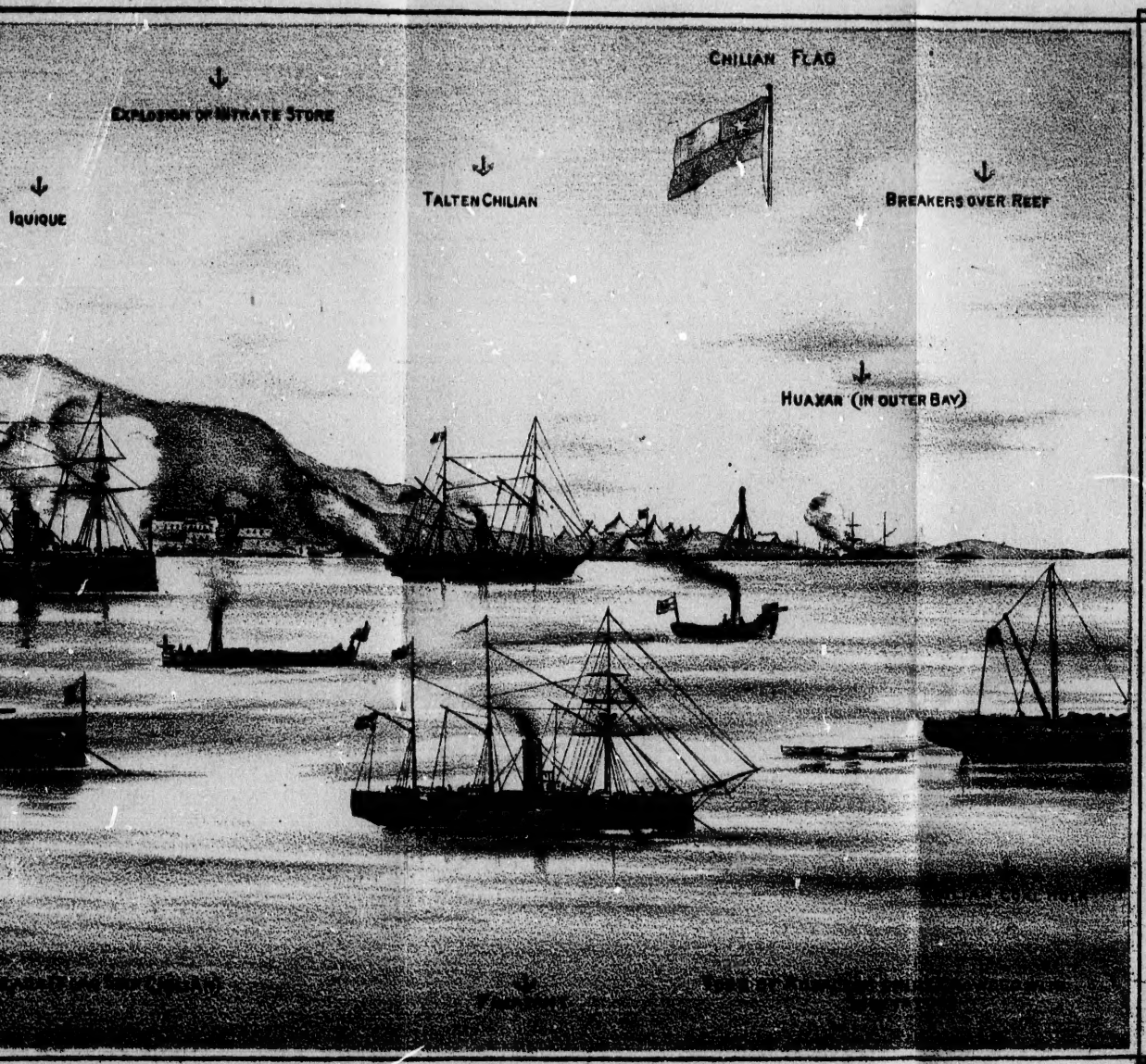
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H. M
VALPARA

PREFACE.

The contents of this little book are simply a short account of the travels of H. M. S. WARSPITE, and a description of the places she visited during the first eighteen months of her commission in Pacific waters. The bluejacket has such little time for letter-writing, that his friends get a very confused idea of his adventures; therefore, the perusal of this book by friends of the "Warspite's" men may supply any information omitted in their letters. I will not answer for its grammatical correctness; and being only an uneducated seaman, I hope my readers will excuse any mistakes they may find during their perusal; and this being my first attempt at anything of the kind, I trust it will meet if not with ungrudging approval, at least with toleration.

WM. HARRY PALMER.

Signalman.

H. M. S. WARSPITE,
VALPARAISO, Jan. 31st, 1891.

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CHAPTER I.

We commissioned at Chatham on the 14th day of February, 1890.

After taking in stores, on Saturday, the 24th, we cleared the basin and brought up in the south lock. Here we took in a buoy which we were to drop at Sandy Point, (a Chilian settlement in the Straits of Magellan,) to mark the spot where H. M. S. "Doterel" blew up, in 1882.

It may be as well here to give a short description of our ship and the people that manned her.

She was a first-class cruiser of 8,650 tons, and 10,000 horse power. She was armed with four 9.2 22-ton guns, one on each beam, one forward and one aft, and had ports for ten six-inch five-ton Armstrong guns, four quick firing Nordenfeldt, two on each beam; four quick firing Hotchkiss, two on the poop, one in the military top, and one right forward under the forecastle, the crested figure head opening in two flaps being its port.

Besides these, we carried about twelve machine guns. She was rigged with one military mast; had two funnels and could steam about 18 knots under forced draught.

Her decks were flush, being protected all around by chain rails. So much for the ship.

Our admiral was Charles F. Hotham, a Junior Lord of the Admiralty. He was of very recent make, this being the first ship on which he had hoisted his flag. He first saw service in 1856, and was captain of the flag ship under Sir Beauchamp Seymour during the bombardment of Alexandria in the Egyptian war. Our captain, a tall dark man, with sharp aristocratic features, was also of recent make. Before his appointment to this ship as captain, he was commander of the Royal Yacht Osborne. He was the Hon. Hedworth Lambton, brother to the Earl of Durham. The secretary was Mr. J. H. G. Chapple, paymaster, who was specially promoted for his services in the Zulu and Egyptian war. Our commander, Edward Pitcairn Jones, was an old and experienced sailor. The first lieutenant, the Hon.

H. Stanhope, was a fair man, of medium height. The torpedo lieutenant was Sir Robert Arbuthnot, a young man of about 23, he was a great advocate for the Naval Gymnastic Drills and superintended all gymnastic instructions. Our gunnery lieutenant was Mr. Ethelston, and the lieutenant of the first and second divisions was Mr. Hewett and Mr. Couper.

We also had on board Mr. John Barber, boatswain, who distinguished himself in connection with the grounding of H. M. S. "Lily," in 1889, by swimming ashore, through the surf, at the risk of his life, with a line by which the whole ship's company were saved.

The remainder of our officers included the Rev. J. E. S. Mason, Chaplain; Fleet Surgeon Hay; Staff Paymaster Lawless, and their respective assistants; Staff Engineer Spalding, a boatswain, two gunners, torpedo gunner, a carpenter, and about fourteen midshipmen.

Our crew was from the Royal Naval Barracks at Sheerness, (from which place the writer came,) the "Excellent" at Portsmouth, and a few from the Royal Naval Barracks at Plymouth. To resume:

We left the south lock on Monday, amid the hearty good wishes of the people assembled on the pier and quay, to witness our departure, and steaming down the Medway, moored to the buoy off Sheerness the same evening. The following Thursday we coaled ship, a job we were glad to have finished, it being bitterly cold, with falls of snow at intervals. The next day we cleaned the vessel and got in readiness to receive the Prince of Wales and Prince George, who were to honor us with a visit on Saturday. The day turned out very unfavorable to a royal visit; it seemed to be doing its level best to keep the royal visitors within doors, for it snowed and blew and snowed again—it was snowing when he came aboard, and it was snowing when he left. Mr. Barber was presented to H. R. H. after he had inspected the ship and the men at divisions. He and Prince George, together with the officers, were photographed in a group on the quarterdeck. The royal party left at about five o'clock, amid three hearty cheers from our whole ship's company; the Prince, with his well-known graceful politeness, standing bare-

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headed through the snow, until the cheers and one salute was finished. The same evening I got leave, together with about 50 more, to pay a flying visit home. As soon as I got ashore I proceeded to the railway station and took ticket for Victoria, where I arrived at about one p. m. I spent the few hours left me in taking leave of my friends. My mother, with a friend, accompanied me the next evening to see me off. I caught the 7:15 train, and arrived at Sheerness at ten o'clock. It was hard parting, but I consoled myself with the thought that three years would soon pass. We found it snowing hard on getting out of the train. We had been waiting on the pier head for nearly an hour, and as no boat came for us, left the pier and went our several ways into the town to find a shelter for the night. I turned out at six the next morning and went aboard; it had knocked off snowing, but I was bitterly cold, so had a sharp run from the inn to the old "Cornwallis" jetty in the dock yard.

CHAPTER II.

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We left Sheerness for Plymouth on the following Tuesday, where we arrived two days later, and moored to a buoy just inside the breakwater. Moored to the buoy next us was the "Undaunted;" she had just commissioned under Lord Charles Beresford, for the Mediterranean, and they had every prospect under such a skipper of spending a happy commission. We went up harbour a few days after our arrival, to have something done to our engines. I went ashore two or three times, as I had some friends residing at Stoke. Next week we went outside the breakwater for an hour's steam trial, and this proving satisfactory, we returned and moored to our buoy. We took aboard some parcels and boxes during the next few days, for ships on the Pacific Station; and on a clear, cold Wednesday morning the 20th of March, 1890, at six o'clock, we slipped our moorings and steamed out of Plymouth Sound, for Las Palmas, our first port of call on the voyage to the Pacific. We encountered some rather heavy weather in the Bay of Biscay, which sent me meandering about the

the ship, a victim to that enemy to human happiness at sea, *mal de mer*. It greatly moderated, however, after we had passed Cape Finisterre, and we arrived at Las Palmas on the 26th, and coaled ship. This island is one of the Canaries, lying to the east of Teneriffe. The Peak of Teneriffe is rarely seen during the day, but at sunset you can see it standing out in bold relief against the western sky. Las Palmas is a mountainous island, and from a distance looks almost barren, but on a closer inspection you will find that the hills are well clothed with vegetation for half the distance up. It is a Spanish possession, and every day we were surrounded with boats, whose swarthy Spanish owners exposed bananas, oranges, cigars, tobacco and canaries for sale; the latter, (as everyone knows), being natives of these islands. Leaving here on the 31st of March, we arrived at St. Vincent, an island in the Cape De Verde's, on the 4th of April. There is not much to be said about this place, except that it is very rocky and dreary looking, and is a Portuguese possession. There is one very noticeable feature, however; looking at an island on your right, as you go into St. Vincent, an exact likeness of Napoleon is plainly discernible on the face of a rock. It is not the work of man, but simply a natural accident. The people being for the most part Roman Catholics, had the Portuguese flag half-mast all Good Friday, as a sign of mourning for the death of Christ.

We left St. Vincent on the 7th of April, and on the 11th sighted St. Paul's Rock, a small rock many hundreds of miles from land. On the highest point there is, or was, a mail box; and any outward-bound ship passing that way could drop a few letters there, which any homeward-bound ship would take off, and post on her arrival home. It is hard to imagine a place more lonely than this little rock, it is a mere speck in the world of waters, and looks as if a good-sized wave would swallow it up. After steaming round it, we left it to its loneliness, and that same night, on crossing the line, old King Neptune took it into his royal head to hail us, which, considering his tardiness of late years was greatly to be wondered at. The voice, deep and mysterious, made some who heard it quake, (myself with them,) while others

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hailed it with joy, as that of a beloved though briny paternal relative. Our captain of the forecandle, a stout old salt, made a capital Neptune, while a remarkably plain looking able seaman took the part of Amphitrite, Neptune's spouse. Well, as I before observed, he hailed us that night, "Ship a'hoy, ship a'hoy!" answer (from Capt. Lambton on the fore bridge,) "Aye, aye."

Ques. What ship is that? *Ans.* Her Britannic Majesty's ship "Warspite." *Ques.* Where are you from and whither bound? *Ans.* We are from England, and are bound for the Pacific. *NEP.*—You are in my dominions, and have on board some of my children who have not yet been baptized. I will be on board tomorrow at nine a. m., to perform the ceremony. *Ans.* Your Majesty's commands shall be obeyed. *NEP.*—Good night, captain, good night. *Ans.* Good night, your majesty. As soon as Neptune said good night, the boatswain dropped a barrel of lighted tar from the bows which was seen until it had gone miles astern. Just then the band struck up "Rule Britannia," and the hoses were turned on. Soon the forecandle was cleared, and only a few, who had got right forward, remained. I made one of these unfortunates. There was no escape for us, as there was nothing behind which we could hide, so we had the full play of the hoses upon us. I had got behind another fellow and felt tolerably comfortable, but presently getting a stream down my back, I thought I might as well get wet altogether, so jumping up, I danced across the forecandle to the tune of "Rule Britannia," the men holding them keeping both hoses full upon me, thereby affording keen amusement to the officers assembled on the fore bridge. It is needless to say that I had to put on a complete change of clothing. But the best of the fun came off the next day at 9 a. m. sharp. Old Neptune, in all his regal state, and with a numerous retinue, came on board. First, there came twenty guardsmen with broom handles, shouldered for rifles; then came four bears, followed by four barbers, with the head barber who was dressed in a frock coat and trousers, and high box hat, and carrying in his hand a bottle of lotion, (warranted to grow bristles on a plate;) after the barber came his clerk, who was followed again

by the Musicians, while Neptune and his wife, seated in chairs, and drawn on two machine gun trollies, brought up the rear. The procession marched round the upper deck, after which the band, which consisted of two concertinas, two melodeons, and three old tin dishes, played a selection under the poop. Presently Neptune took his seat by the side of a bath which had been rigged up in the port gangway, amid a flourish of his trumpet—I mean his Tindisheters, and the ceremony commenced. It was a repetition of the old custom. A victim was hauled up before old Neptune, lathered, (a whitewash brush being used for this purpose,) asked a question, receiving the brush in his mouth on opening it to answer; the lather, which in this case, consisted of soap suds and oatmeal, being scraped off with a serrated wooden razor, the victim was capsized backward into the bath, man-handled by the bears, presently emerging from the other end, breathless, and like a half drowned rat, I, together with all the ship's company, who had not crossed the line, were baptized; and those who had been through, went away to find any who might be in hiding. The hoses were on all the time, the men finding keen amusement in playing them over each other. It was rare fun, and lasted all the forenoon.

CHAPTER III.

After an exceptionally fine passage, we arrived at Montevideo on the 25th of April. The water here is very shallow, and we anchored in seven fathoms at nine miles from shore. This town is the capital of Uruguay, a Spanish republic on the south-east coast of America, and is situated at the mouth of the Rio de la Plata. The following Monday we coaled, taking in six hundred tons. After coaling, seventy-two hours leave was granted to the ship's company; one watch going at a time. I had a little money that wanted spending, so determined to avail myself of the opportunity and take a run ashore; so on May the 1st, when the provision boat came off, I, together with about sixty or seventy more, went ashore in her. On first landing, I was rather doubtful what course to steer, but our party breaking up into batches

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of two or three, I joined another fellow, who, like myself, seemed to be out of his reckoning, and we set sail for a cruise round the town. Passing through the market place, we took a road on the right, chancing where it might lead us, but arriving at no place more interesting than a piece of waste ground, we altered course and struck up the Calle de Mayo. Passing some remarkably fine buildings, we came upon a large square called the Plaza Constitucional. It was bounded on one side by the House of Representatives, and on the other by a beautiful cathedral called the Maestron, of which more anon. On the two remaining sides were some splendid hotels. Leaving this place, we proceeded along the Calle de Mayo until we emerged into an immense square called the Plaza Independencia. On three sides of this square stood large business houses and banks, while on the other stood the President's house; passing through the square we came to the Botanical Gardens.

By this time we began to feel hungry; accordingly we found an eating house, after a long search, and called for something substantial, which they did not forget to charge for. Money in these South American Republics is not of the same value as it is in England; and provisions you could buy in England for half-a-crown, they would charge you a dollar, (4s. 2d.) for here, and although our silver coinage is far superior to theirs, they will only give twenty cents, (10d.) in change for a shilling, and ten cents for sixpence. We were passing up the "Calle Cerrito" some little time later, when we heard the tootle tootle of a tram driver's horn, followed presently by the tram itself round a corner; it was filled inside and out with bluejackets from our ship, and from ships in harbor belonging to this station. It had nearly got up to us, when jumping a stone, which had by some means lodged between the rails, it ran off the said rails, nearly capsizing in doing so; then didn't that driver rave, heaping (in Spanish) maledictions on stones in general, and on that stone in particular. But a little accident like the present one, was a mere nothing to a British tar on the contrary it was a diversion, so telling the driver to "shove a stopper on his jawing tackle," i. e.

cease swearing, they jumped off the car and mustering around her, lifted her bodily on to the rails again, to the infinite satisfaction of the driver, who no doubt entertained a higher opinion of the British bluejacket than he had hitherto done. My chum, at the earnest request of a couple of his cronies, here left me, so I had perforce to continue my explorations alone. Left to myself I shaped a course to the Cathedral, arriving at which, I went in at the grand entrance, and being unprepared for the sight within, was struck almost speechless with amazement at the extravagance displayed in the decoration of the place. With feelings of something between awe and admiration, I proceeded to examine the altars, of which there were twelve. The decorations of the main altar were of the most beautiful description. All the candlesticks were of gold, the carvings and gildings indescribable; it stood over 50 feet high, and was surmounted by figures of Christ, Elisha and Moses; representing the transfiguration scene. On the right of the main altar, at the head of the right wing, stood one that was gorgeous in the extreme. It stood about 30 feet high, on the communion table stood two pillars of tube gold, which supported a marble slab, on which stood a figure of the Virgin Mary, having the child Christ in her arms, each wearing a beautiful crown. The table itself was of gold, and was box-shaped, one side of which was glass. Inside, lying on its side, was the wax figure of the martyred St. Firmanus. It was clothed in a dress of blue silk, in the breast of which was set two diamonds, two rubies, two emeralds and two sapphires; its feet were encased in sandals of cloth of gold, and round its shoulders was thrown a crimson velvet robe trimmed with ermine; in her rigid hand was a branch of palms, and on her head a wreath of laurels; there was an ugly gash in her throat from which blood was running, and which looked as though it were done with a spear. The body was lying on a couch of cloth of gold. On the left of the main altar was another which was one large carving in itself representing the crucifixion on Calvary. The next one on the right was dedicated to Our Lord, a life-size figure of

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whom stood in a glass-case in the centre of the table. All behind it for thirty feet up the wall was covered with designs in white and red roses, of carved wax. Just inside the main entrance on the right was a large recess, in which stood another beautiful altar; it was about twenty feet in height and was literally covered with silver, in carvings, candlesticks and plates; on the top stood a figure of the Virgin Mary; she was clothed in black velvet; the body of her dress was open, disclosing a silver heart pierced by six silver daggers. The heart was supposed to be burning with fire, the flames of which were of gold. It would take too long to describe all the altars in detail, so I will content myself with the foregoing five. The cathedral is about half the size of St. Paul's in London, and is built almost entirely of marble. The middle aisle was covered by an immense, but costly carpet, there must have been some hundreds of feet in it. I contemplated the cost of all this magnificence, and the probable amount must have reached some millions of dollars. In all directions you would see people kneeling in prayer before the images of their favorite saints, while here and there were others kneeling before confessional boxes, confessing to the priests within. I attended two of the services, but understood nothing that was said. Looking at the building from a religious point of view, it is a specimen of the pomp and vanity of the Roman Church. It was now time to secure a lodging for the night. Knowing a smattering of French, I went to the "Hotel Cafe de Bordeaux." I could not make them understand, so I asked for "une plume," it was given me, and I wrote "*Je desirer un lit, a bon marche, si vous plait.*" Anglice: I want a bed cheap, if you please sir. They gave me a room for the night, for which they charged me a dollar; asking for "un lumiere," (a light,) I got the porter to show me to the room, which I found was tolerably well furnished, I had a wash, and afterwards some dinner. During my ramblings in the afternoon, I came across a regiment of infantry. At their head was a bugle band, about 30 strong, who were followed by a brass band. They were a very mixed body of men, some being negroes, some lame, and not a few minus the left eye.

It was very amusing to see the lame hopping along to the music. In the evening I went to the Theatre of the Sun, (Teatro Solis). The play was "King Luigi XII," though who he was I don't know; at all events, it was a good piece, for, although I did not know a word of Spanish, I understood a good deal from their actions. The "Teatro Solis" is a well-built edifice, very like our "Haymarket" in exterior appearance; the interior is upholstered throughout, in red plush, and there are a great many artistic carvings. But what principally drew my attention was the beauty of the majority of the women of fashion in the dress circle. After the play, I returned to the hotel and turned in. The next morning I turned out and went down to the pier; what was my dismay on arriving there to find a furious gale blowing, the sea lashed into fury, and no chance of getting off to the ship that day. I had no money left, so I went to the British Consul and laid my case before him. I made inquiries at a French shop for the Consulate, and found that it was Calle Cerrito 52. The consul was away, so I saw the vice-consul. I told him how I was situated, and he gave me a letter addressed to a Madame Vila in the Calle Washington. On arriving at the door I was surprised at being addressed in a rich brogue. (I found that Senor Vila had made his wife's acquaintance while on a visit to England.) I gave her the letter and she made me very welcome. After a hearty breakfast I went out into the courtyard for a smoke; I found an Englishman who had been over all the South American Republics, and he spun me a long yarn on the customs of the various countries. I mentioned the word courtyard just now. In these modern times the word may seem out of place; not at all. Each private house is built in a square, with a courtyard between the four sides. The houses are rarely more than two stories high, which are connected by a flight of stone steps, from which a balcony runs right along each side of the square; the flags of the courtyard are generally of marble, and a fountain, or a large marble basin of flowers, invariably stands in the middle. I spent the day in walking round the town and returned at night, quite ready for bed. I should

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have spent a most comfortable night but for the fact that the wind blew a chimney pot down through the sky-light during the night and came with a smash on the floor, frightening me not a little. / The next morning the gale was still blowing in all its fury. I went down to the pier and found that it was playing sad havoc among the shipping, and the huge waves dashing with great force against the pier shook it perceptibly. These gales are frequent along the south-eastern coast of America, and are called the "Pamperos," from the fact that they blow at certain seasons of the year directly from the Prairies or Pampas.

The "Cleopatra," one of our own corvettes, had weighed anchor and steamed out to sea, as had also a Brazilian man o'-war. A barque had driven ashore, broadside, on to the jetty, her yard-arms on a level with and almost passing through the windows of a large Hotel, which had been lately built alongside the jetty. Another barque had gone down with half her crew, while a poor little schooner, battling bravely with the elements, was riding at two anchors and with both masts gone by the board.

There is no life boat here, and the rocket and line is an institution unknown on this coast, so you were obliged to watch a vessel going to destruction, from the inability to aid her. Seeing that I could do no good by staying here, I took a stroll into the town. During my rambles I came across another regiment of Urugayan infantry, which I followed to their barracks, in the hope of gaining admittance, but the sentry brought his fixed bayonet invitingly down to the charge, but not feeling inclined to test its sharpness, I declined with thanks and sauntered back to the town and entered the Maestron, which I was never tired of admiring. The music, too, was very good, and I stayed until late in the evening listening to it. I returned to Madame Vila's in time for supper, after which I had a smoke and turned in. I was getting rather cold and I should have been glad of a fire, but such a commodity is, except in English homes, almost unknown out here. In its place is used a spirit stove. I turned out at six in the morning and went for a long walk, enjoying the bracing air. Even at this early time the streets are

quite busy, and the main streets are crowded with market gardeners' carts. Now and again you will come across a "gay cavalero" out for his morning's ride; or a drove of cattle driven by tall cowboys on small horses. Many of these cowboys are fine well built fellows; they were mostly dressed in that well known costume, (which so "fetched" the ladies at home, during the visit of "Buffalo Bill" to London, two years ago,) the only difference being, that besides the side split trowsers, and broad brimmed sombreros of Col. Cody's men, these men wore the gaudy colored "serape" or shawl. Presently the brewer or his equivalent would pass with a large wine vat on wheels, drawn by eight yoked oxen; and once I was quite startled by the sight of a milk woman with slung pails, just as you would see them in the London suburban streets. I repeated this walk the next few mornings I was ashore. On Monday morning the gale had greatly moderated, and I got aboard in the beef boat. It was a rough passage, and being broadside on to the seas, we were in momentary danger of capsizing. I was glad to get aboard, to send off to the British Consul the money charged by Madame Vila for my four days keep, which charge was very moderate. I was ashore altogether five days and a night, and the only drawback to my thorough enjoyment was the great expensiveness of everything. We left Montevideo on the 12th May. As we got south it began to get cold, and as we neared the neighborhood of Cape Horn it began to get rough. On the 17th it blew half a gale, and the sea rose very rapidly. The look-outs on a man of war are divided into two classes, viz: the mast-head by day, which requires only one man at the topmast cross-trees; and the look-outs by night, when two men are required, one each side of the forecastle. This ship having no cross-trees the mastheads were kept on top of the chart-house, and having a flush forecastle the look-outs were kept each side of the forebridge. During the day, any sail boat, floating spars or mass of sea weed that is sighted, or, during the night, any light that is seen has to be at once reported to the officer of the watch. The duration of a lookout is one hour, the men being relieved on the strike of a bell. That night I had a look-

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out, and it was one I shall remember. It was bitterly cold and the ship was rolling heavily to the great Atlantic swells; every now and then she would dip her nose into a sea, and ship tons of it over the fore barbette, when it would dash against the superstructure, and wash clean over the fore bridge, drenching we unfortunate lookout men through and through. Down below, it was very uncomfortable, the lower deck was wet and slippery. "The mess utensils kept up a continual clatter in the shelves; and once, one of the mess's salt-pots, with a view of ascertaining its jumping powers, took a clean leap out of the shelf and ran or rather slipped half across the deck; the pepper and mustard tins, not to be outdone, followed the example of the salt-pot, and presently there was enough ready-mixed mustard on the deck to last all the messes a week, and enough pepper flying about to blind all the rats in creation. About three minutes after I came off watch, the ship gave such an awful lurch that someone waking out of a sleep shouted "there she goes!" whereupon all the men sleeping on the tables and stools started up in all positions; some were standing upright, their "caulki" blankets clinging round them; others leaning on their elbows; while others, who had slipped off their sleeping berths, were kneeling all fours on the wet deck, all with a scared expression on their countenances; they were waiting for the sequel to the lurch, which when it came proved to be an almost imperceptible roll, showing that that terrific lurch was merely the result of the passage of an unusually large wave; so they all laid down again and thought no more about it, and I turned in and was soon snoring. or I presume I was, for suddenly a suffocating sensation awoke me, when I found that someone's hand was covered over my mouth and nostrils, which hand, as soon as I made a movement, was removed, and the owner thereof disappeared.

CHAPTER IV.

On the 20th we entered the Straits of Magellan.

It was about seven o'clock in the morning, and the sea, at the entrance to the straits, was very calm, so

clam, that had the ship been still, you could have seen every outline faithfully mirrored in the water below.

At twelve o'clock we anchored in Possession Bay. In the afternoon the middies and some of the officers went ashore on a shooting expedition, though what there was to shoot I could not see, the place being bitterly cold and desolate in the extreme. In addition to this there was not a living thing visible, animal or vegetable; nevertheless, one of them shot a large vulture, which they brought off to the ship. The next morning we weighed, and proceeded to Sandy Point.

Our way lay between bleak, low lying desolate shores, which, however, got higher as we neared the above place. It was blowing hard, and the spray from the short, choppy waves continually wetted the decks. In our passage we passed several islands, but they were very uninteresting. We dropped anchor at Sandy Point, at about half past two. The scenery here is a little better; the hills being clothed to near the top in immense pine forests, and the tops themselves in snow. Sandy Point is a Chilian settlement, of about 600 inhabitants. It is situated in the middle of the Straits, on the southermost point of Patagonia, a country extending from the Rio de la Plata in the north, to the Straits of Magellan in the south. The country is inhabited by the tallest race of people on earth, who are also one of the most fierce and warlike. I noticed that from every house the Chilian flag was flying, and I afterwards heard it had something to do with the treaty between Chili and Peru, signed ten years before, and which expired on that day. That night, at about twelve o'clock, we were turned out to send our cutters ashore to a fire, which upon the boats' arrival with the fire party, proved to be a large bonfire, around which a number of people were having a jollification. The next few days we spent in creeping for the remains of H. M. S. "Doterel," (the fate of which ship I have recorded in the first page of this book,) without success, however; so we dropped the buoy we took in at Chatham and sent it ashore, and left it in charge of the British Consul. On the next Saturday we dressed ship for the Queen's Birthday. I believe it is customary throughout

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the service to give the men a half day to themselves. On that day, however, we did not get that indulgence, so the usual toast was given only amongst the officers aft that night. On Sunday morning, at seven o'clock, we weighed and proceeded. At one o'clock we passed a steamer which had run high and dry on to a rocky point. Her history, as far as I know, was unknown to any of our ship's company; her name could not be distinguished, owing to the distance we were from her. We anchored again that night in a small indentation called San Nicholas Bay. The scenery here is a great improvement on Sandy Point. On either side of the bay there is a group of hills covered in some cases to the summit in green forest, and in others the hills were snow-capped; between the two groups lay a beautiful valley, where undoubtedly, had there been time, some good shooting could have been had. The next morning at seven o'clock we weighed anchor again and steamed out of the bay. A little later we passed a German steamer. The straits just here are very wide, but as you leave San Nicholas Bay astern, they begin to narrow. By dinner time we were in the "narrows" (properly so called.) The scenery now began to get magnificent; the hills rising one above the other, covered with fine green forest. Every now and then, through an opening between the hills, you would catch sight of a glacier; and the great light blue ice blocks, glistening and sparkling in the burst of sunlight, which, once during our passage broke over one of these glaciers, made an indescribably pretty picture. Presently we passed a boat load of natives, they were Patagonians, and of a light copper color.

CHAPTER V.

We were filled with astonishment to see that in spite of the icy cold, they were for the most part quite nude, one or two had a skin thrown loosely over their shoulders; their hair, which was quite black, was hanging in thick matted pads, half down their backs, and over each side of their head, forming a suitable frame for their repulsive faces. They were standing up

in the boat, (which was a very rude, crazy affair,) holding up bear and seal skins, and making signs for us to barter with them. We took no notice of them, however, and kept on our course. An hour later we passed another boat load, who seemed to make their boat their home, for in it, on a square stone slab, they had a fire, at which they were cooking various articles of food; we passed several fires on the northern shore, but could distinguish no natives. At three o'clock the way seemed to be blocked by a high bluff which extended right across the passage, and we began to think our navigator was going to take us overland; soon, however, we began to alter course, and on rounding a point on the southern shore, a perfectly straight passage was revealed, whose shores ran parallel for a distance of about fifteen miles. At the end of this passage the sea could plainly be seen. Along the whole length of the passage seals were very numerous, and we passed numbers of them besporting themselves in the water. That night we again anchored in a very narrow, but of necessity deep inlet, called Glacier Bay. I think the word "bay" is very inappropriate, for it would be better described by the word "creek;" it was so narrow that you could almost jump ashore, running as it did a good distance up between high hills, whose sides were, as the name implies, veritable glaciers from their summits to half the distance down. On our starboard hand was an islet, from the trees on which were suspended numerous boards, on them was painted the names of ships and the dates on which they had visited the place. Among the names were "Amphion," "Icarus," and "Kingfisher;" and our painter was sent to the Island in the evening, when he added our ship's name to their number. We were getting sick of salt provisions, so "Gunnery Jack," i. e., the gunnery lieutenant, determined to give us a change. He sank a charge of gun-cotton, by the shock of the explosion of which all the fish in its vicinity would be stunned, when they would float on the surface of the water. Half the ship's company assembled on the upper deck, along the rails, and were on the tiptoe of expectancy, for the success of the venture meant an agreeable change of diet for a couple of days. The charge

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was dropped at about a hundred yards from the ship; it was connected with the battery on board by an insulated copper wire; the officer pressed the button, and bang went the charge; the shock fairly shook the ship. All eyes were strained to catch the first glimpse of a fish, but not one was forthcoming. Everyone was disappointed, but some few, clinging to the hope of seeing any that might have escaped the scrutiny of the others, remained watching for a time, but their vigil went unrewarded, and they went their ways with sad hearts. We weighed anchor the next morning, and proceeded on our passage of the Straits. I forgot to mention that Glacier Bay is on the south shore, and consequently in that almost unknown island of Terra del Fuego, (land of fire). At a distance of about eight miles from shore, the passage widens considerably, and the scenery becomes rocky and barren. Here a river opens up the northern shore, and we got a glimpse of a country, so wild, that it put me in mind of Scott's lines:

"Crag, knolls and mounds,
Confusedly hurried;
The fragments of an earlier world."

By four o'clock in the afternoon we were in the broad Pacific. That night we had it rather rough, but nothing to be compared with the time we had before entering the Straits. For hundreds of miles we were followed by flocks of Mother Carey's chickens, sea swallows, petrels, Cape pigeons and albatrosses. To say anything of the characteristics of these birds, would be useless; able pens than mine have described them times out of number. On the third of June, we arrived at Valparaiso, where we expected to find the "Swiftsure," (the ship we were to relieve.) We were in a thick fog, and it was not until the fog lifted, that we knew how close we were to the land. At about two o'clock, we went in and saluted the Chilian flag with 21 guns, which they returned from the battery at the mouth of the harbor. We found that the "Swiftsure" was waiting for us at Coquimbo, a town about a day's run further north. Accordingly, we left Valparaiso that night, arriving at Coquimbo the next day, at two o'clock. The

"Swiftsure" was lying at anchor off the town, we saluted her, and she returned it. There was great excitement aboard the "Swiftsure" upon our arrival, for all hands had been betting upon the time we should round the point, and men had stationed themselves aloft, as one of the officers had offered a substantial money prize to the man who first reported the ship in sight.

CHAPTER VI.

The next day we were employed aboard H. M. S. "Liffey," drawing stores. The "Liffey" is an old wooden frigate, which was sent out here to act as store-ship to the station. The same night, at supper-time, the boatswain's mate piped the following: "The 'Swiftsure's' ship's company invite the 'Warspite's' ship's company to a supper to-morrow night; then accepting the invitation to give their names to the master-at-arms." Yours truly accepted, as did nearly all our ship's company. The next evening, after the work for the day was finished, we cleaned, after which we were fallen in and taken over to the "Swiftsure" in our ship's boats. Nothing could be warmer than the welcome we received, for there were mutual recognitions between many of the men, and you would see one man clap another on the shoulder, with the exclamation, "what, ho! Bill, Tom, or Harry, when did yer leave the old ——," and the like.

Down below there was more substantial evidence of goodwill, in the form of well-loaded tables; the mess-deck was nicely decorated with bunting, and the tables covered with snow-white duck canvas, and tastefully laid with a fair variety of edibles. I was hauled into a mess by an old training-ship chum. Supper was piped and all hands fell to, doing ample justice to their hosts' hospitality.

There is no ceremony about these nautical feasts, no conventional after-dinner speeches. Jokes were cracked, witticisms passed, and the supper went off as well as many of the mock turtle affairs do at the Mansion-house. After supper, a sing-song, i. e., a vocal and instrumental entertainment, was provided for our amusement.

We "clewed up"—i. e., finished—at midnight, after having spent a very pleasant evening.

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Nearly all our men were jolly, and some few had shipped a "tin hat"—i. e., were "half-seas over"—and were singing in full chorus "Auld Lang Syne" and "He's a jolly good fellow," which the "Swiftsure's" fellows returned with gusto; but, as we neared our own ship, silence had to be kept.

The next day the "Swiftsure" sailed for England, the bands of each ship playing appropriate tunes, until she rounded the point and disappeared from view.

The remainder of the fleet had gone north on account of some trouble connected with the seal fisheries in the Behring Sea.

After a fortnight's stay here, we weighed anchor, and sailed for the north. Our programme included two ports of call: Callao, in Peru, and Acapulco, in Mexico.

We arrived at the former place on the 18th of June.

This country was taken from its original owners, (the brave and warlike Incas,) by the Spaniards, in the sixteenth century. These people were a great and warlike nation, and had arrived at a high state of civilization, as the ruins of many grand palaces and fine buildings on the slopes of the Andes will show.

On approaching from the south, no signs of a harbor are seen, but on rounding what seems to be a point of land, you have the town of Callao on your port bow, and the point just rounded resolves itself into an island on your starboard hand. The island runs as nearly as possible north and south, facing the town, from which runs a narrow neck of land nearly over to the island, forming a natural breakwater; together they form a protection from the heavy seas which roll in from the south and west.

The island is quite barren and sandy, so it is abandoned to the pelicans, which live in thousands upon its shores; it is said to have risen out of the sea in a single night, and "thereby hangs a tale."

CHAPTER VII.

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Far back, when the Spaniards first began to colonize Peru, there lived in the primitive town of Callao a certain Spanish grandee, Don Lorenzo by name, who with his

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servant Carlos was accustomed to put out to sea in a small boat, for the purpose of fishing, for he was a devoted follower of old Izaak. One day, while engaged in his favorite pastime, an unusual fit of drowsiness came over him, to which it seems he yielded unconditionally. This drowsiness soon extended to the servant Carlos, who, following his master's example, was soon in the arms of Morpheus. They did not awake until next morning, when, to their very great surprise and consternation, they found that instead of floating quietly on the calm sea, they were on dry land, and high land at that. They rubbed their eyes and pinched themselves, but everything was the same; then they examined the boat and found everything as they had left before they fell into that long sleep; they were dazed and sorely perplexed. To what magic did they owe their strange position? they repeatedly asked of each other. Perhaps they had been conveyed to this uninhabited and unknown land by one of the gigantic Roc's of Sinbad fame; or some of those mysterious semi-human inhabitants of the sea. Mermaids might, in a playful mood, have hauled them to this place and handed them over to their fairy friends on the land, the mischievous sprites. They gave up both ideas, not as impossible but as improbable.

They ran here and there, shouting and getting no answer but the echo of their own voices. Presently, the Don, calling to his servant, ascended to the highest point, for the purpose of scanning the horizon. Arrived at the top, imagine their delight at seeing over a couple of miles of water their own town. A couple of boats were coming off from the mainland, and they ran down to meet them: they proved to be the Don's friends, who had given them up for lost.

It appeared the island had been thrown up during the night by volcanic action; the boat happened to be just over the spot, and of course got carried up with it.

Such is the tale; I cannot vouch for its truth, and have only written as much as I can remember. .

Its only what I've heard say;
I cannot say if it is true;
But nearly as it was told to me,
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There were two warships in the harbour; one, the "Blanco Encalada," was a Chilean man-o'-war, and the other an Italian, whose name I could not see. After a stay of four days, during which we took in two hundred tons of coal, we left for Acapulco, where we arrived on the 1st July.

This place is almost land-locked; indeed, when you get well into the harbour you cannot see the outlet. It is protected on all sides but one by high hills; it is a pretty port, and the town, with the old fort on the right and the signal station on the left, with the green hills for a background, would make a fetching picture. Here and there along the shore are groups of graceful coconut palms, and in some places are orange groves and lime trees, the scent from which is refreshing. The only thing which detracts from the beauty of the place is the color of the water, which, instead of being of the beautiful deep blue, which is always associated with tropical waters, it is of a muddy green.

We saluted the Mexican flag with twenty-one guns, to which they responded with the same number of "pop-guns," for although we were within three or four hundred yards we could hardly hear them, and they were about three minutes getting off every round.

We dropped anchor at about a hundred and fifty yards from the shore, and moored our stern to a small rock, fitted with a ringbolt for that purpose by the "Swiftsure;" but after coaling we had to weigh anchor and drop it in mid-stream, on account of having grazed the ship's keel on the bottom.

I did not land at this place, but some of my messmates did, and they came off full of a visit to the prison, in which they had seen an English seaman who had been confined there for two years under (according to his version,) a false charge of manslaughter. It appeared that the mate of his ship was a hard, slave-driving man, who one day attacked this seaman in a most savage manner, whereupon the man struck him (the mate) a heavy blow, killing him on the spot. The man denied having killed the mate; he has, I believe, sent a petition to the admiral to send him home.

We left this place on the 4th for Esquimalt.

CHAPTER VIII.

Nothing particular occurred during this trip, except the death and burial of a supernumerary steward we were carrying for the "Daphne." He had been suffering since we first left England from consumption, and the general opinion on board was that he would never live to pay off. He died on the 10th, and we buried him the same evening.

There is nothing so sad and depressing as a burial at sea. All hands were assembled on the quarter-deck at 5 p. m. Presently we heard the "Dead March in Saul" being played by the band, which was coming from forward, followed by the corpse, which was borne on the shoulders of a party of blue-jackets; when it arrived on the quarter-deck all heads were bared, the burial service was read by the chaplain, and his body was committed to the deep; to the vast, mysterious deep. The depth at this particular spot is 2,000 fathoms (something over two miles). Imagine his poor body lying at that awful depth, on the vast unknown bed of the Pacific, the shot at his feet keeping him at anchor in an upright position, alone and conspicuous, an object of curiosity to some strange, unknown fish, and of fear to others.

Some few days after, his effects were sold (according to the custom of the service) to the highest bidders, proceeds being sent home to his widow. There is keen competition among the men at a sale of dead men's effects, as "soft-hearted" Jack knows that by bidding high he is benefitting the widow or mother of the deceased; an old cloth suit fetched as much as two pounds.

We arrived at Esquimalt on the 17th, and found there all the fleet except the "Acorn," who had gone to Honolulu, the capital of Hawaii. Including our own and the above ship, there were seven in the fleet; their names were the "Amphion," a fast cruiser; "Champion," a corvette; "Espiegle," a sloop; "Daphne," sloop; and "Nymphé," sloop. The first named ship was ordered home before our arrival.

This place is a small village on Vancouver Island.

Vancouver Island is part of British Columbia, and is oval in form, and runs north and south, parallel with

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that colony; the chief town is Victoria, the "Queen City of the West."

Victoria and Esquimalt are about four miles apart, and during our stay they were put into connection by the opening of an Electric Tramway. These tram cars develop quite a high rate of speed; they would be useless in large English towns, as they would interfere with the traffic, and would doubtless be the cause of many accidents.

The island is quite large, being about three hundred miles long and seventy broad. It is in a very wild state, and except where the railway cuts its path, and a rising town is causing a clearing, it is one vast forest, and the predominating representative of vegetable life being the fir-tree. The fauna of the country is represented by the brown, black, and cinnamon bear, the cougar and American lion, the wolf, deer, elk, reindeer and cariboo, the mountain sheep, and many others. Of the feathered tribe, there is the pheasant, grouse, prairie fowl, lark and robin, eagle, fish-hawk and night-hawk.

It was quite a treat to be among an English-speaking people again. The feminine portion of the community are very like their English sisters in form and fashion, the only dissimilarity in the latter is the flatness of that part of their dress known as the "bustle," or "birdcage," thereby indicating an entire absence of the same.

As soon as we dropped anchor the mail was sent aboard, together with some fresh bread from the Daphne. A couple of weeks after this they paid money and gave leave; forty-eight hours to each watch. My watch went on the second leave, and I with it. I took myself off to Victoria on landing; it is a nice walk, just enough to take the stiffness out of your legs after a long spell aboard ship.

On arrival at the town I took a room at the Grand Pacific Hotel, and had a good feed, after which I sallied forth to see what was to be seen.

Victoria is a city of about 20,000 inhabitants; it is built for the most part of wood, and the whole of the Chinese quarter is of that material; there are, however, a great many brick and stone buildings, especially in the main streets.

This town, in common with nearly all others on the Pacific Coast, is infested with these soft Celestials, (who cut out British working men, by laboring for half the wages), and I have heard that nearly every steamer that comes in brings a number of Chinese immigrants who (now that the Canadian Government find they are becoming a nuisance) are invariably refused a landing. Some of them assume a semi-European costume, and nearly all wear their pigtails coiled up on the top of their heads, and under their caps. They have some large shops in their own quarter; some are grocers, others are tailors, and you cannot walk half a dozen steps without passing a shop in which Chinamen are busy starching and ironing. What pretty names you see over their shop, too! Here are a few specimens: "Sam Kee," laundryman; "Lin Sam," grocer; "Li Chung," merchant tailor.

I went for a run in the Park, where I saw the Canadian Militia on parade, and where some bears, wolves, and deer are kept in captivity; the bears in a deep pit, with holes at intervals around the bottom, and other animals in cages.

Next, I went to the Museum, where is kept stuffed specimens of every species of animal to be found on the island.

In the restaurants you can get a good meal for 25c. or 50c., with everything provided, and no waiter to tip, as in most cheap houses the daughter acts as waitress, so there is no need; unless, indeed, you tipped her with a kiss. But what am I thinking about? The maidens in this part of the world are far too modest to allow of such wickedness; and you would most probably be rewarded with a pill from her big brother's "barking irons," for your audacity. I went to the theatre (of which there are only two in the town) in the evening, after which I turned in.

CHAPTER IX.

The next evening, leave being up, I went down to the boat, where I found the remainder of the water, most of whom were embarked. A little licence must be allowed

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the sailor, who, after having been kept aboard for a long spell, naturally runs a little wild upon landing on leave; most of the men on this occasion were 'half-seas over'; the tar is then, what at home in "masherdom" is termed 'beastly jolly'; some were declaring in the extreme fullness of their vocal powers, that they "wouldn't go home till morning;" others that "they were all right, (which I very much doubted) they'd got the L. S. D.;" and others that "he was a jolly good fellow;" and in almost the same breath would declare that they would try pugilistic conclusions with any man in the boat. Just as we shoved off, one man was seized with a sudden desire for one more glass, so he took a clean dive overboard, with the intention, I presume of getting it. His chum, who was almost as drunk as he was, jumped over after him. At this all the men in the boat started up, and if the two men had not, at that moment, been hauled upon the landing stage, puffing and blowing like grampuses, we should have had half of them floundering in the water. When we got alongside the ship, the men were as quiet as mice, for they knew that any noise there would be severely punished.

The next month passed very quietly, nothing happening to disturb the ordinary routine of the ship, except an entertainment given by our minstrel troupe, which proved a great success.

Having our quarterly firing to do, we left Esquimaux for Plumper Sound, in the Straits of Juan de Fuca, for that purpose.

We weighed anchor on the 1st October, and arrived in Plumper Sound at — p. m. on the same day, and after firing at a rock, four rounds from every gun in the ship, we dropped anchor close in shore.

The next morning, the second cutter was sent with her crew, of which I was one, to whitewash the face of the cliff we intended to utilize as a target. It was a difficult job, as we had to climb about 40 feet to get at it properly. I was about the last to climb, and took a path slightly to the left of where the others had climbed. I had got half way up, when I found that I could get no further; I was fairly fixed, for I could not get down as I had got up. I was standing on a small ledge, upon

my big toe, and presently, on making an attempt to get higher, I had to shift from the above toe of my left foot to the one of my right: I got about a foot higher, but as I clung to the soft rock it broke away from under me and I had to regain my former position, in which I had to remain about a quarter of an hour, my toe giving me fits the while.

Presently a plan occurred to me by which I might extricate myself from this unpleasant predicament.

Just above my shoulders, lying loosely on a somewhat slanting rock, was a mixture of sand, gravel, and dead leaves; turning cautiously on my big toe I scraped some of this into a heap, and being damp I managed by dint of pressure to make a tolerable firm ledge of it, and soon, after a little care, got my knee upon it. I was afraid it would crumble away beneath my weight, and shuddered to think of the consequence; it held, however, and I made another ledge for my other knee. I repeated this two or three times, and soon had the satisfaction of grasping the roots of an overhanging tree, by which I was enabled to reach the top. It was a ticklish scrape, and I was thankful to be well out of it.

We finished the job and returned to the ship, which came out at about 9 o'clock, and at half-past opened fire. We had three buoys laid at about a thousand yards distance apart, and as we steamed between the first and last buoys the captains of guns had to get off as many rounds as they could. We could see the projectiles from the heavy guns strike the target, scattering the rock in all directions; those that did not strike fairly would slide up the face of the rock, rush inland, knocking over trees in its flight, and when no longer in sight we could still trace its passage by the sounds of crashing timber.

When the firing was finished the cutter was sent with an officer to inspect the target, or rather the place where it had been, for not a vestige of it remained; huge boulders some twenty tons in weight were torn away and scattered around as though they were bricks; the sight was grand, and impressed one with a sense of the might of modern naval artillery.

We anchored in the same spot that night, and the next morning weighed, and after a tortuous passage

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through narrow straits, many twistings and turnings, and passing much splendid scenery on the way, we arrived at Comox in the afternoon.

We left this place on the following Monday morning, and dropped it again in the evening, in a harbour called

I said we "dropped" it, and indeed we did in the full sense of the word, for as the ship went astern after the anchor had left the bilboard the cable snapped, and then wasn't there a scramble to drop the other anchor!

As soon as the ship was anchored the cutter was called away, the diving apparatus got in, and a quarter of an hour later the divers were down.

The next morning, after some trouble, we recovered the lost anchor and left; we anchored again that night, and about 10 a. m. the following day arrived in Esquimalt.

CHAPTER X.

It was now getting very cold, and we were wishing ourselves away, when one day a notice appeared outside the master-at-arms' cabin, informing us that we should leave Esquimalt on the 8th November for San Francisco and the South American Republics, returning to Esquimalt on or about the 20th May. Accordingly, on the next Saturday we weighed anchor, and by sunset were off Cape Flattery.

A fresh breeze was blowing from the N. W., and the sea was rather lippy. We were busily employed painting and improving the appearance of the ship, for we intended to impress Brother Jonathan with a sense of our efficiency as a British Man-o'-War; and when, on the morning of the 12th we steamed up the Sacramento River, we flattered ourselves we had made an impression.

As we got abreast of ——— Island we hoisted the "Stars and Bars," played "Hail Columbia" on the band, and saluted the above colors with twenty guns, which compliment they returned with the same number of guns from the forts. We anchored off Washington street wharf and got out boats.

The following is an extract from the next morning's "San Francisco Examiner," (whose steam cutter had

been steaming round and round us all the way in, and which by the way was a very smart, swift, and well-appointed boat):—

"ENGLAND'S BIG CRUISER HERE.

Arrival of H. B. M. Flagship the 'Warspite,'

Bristling with Weapons of Battle.

Admiral Hotham, K. C. B., visits the Port in the Panoply of War.—Description of the largest cruiser ever seen in this Port.—Pictures of life between decks.—

Some of the Heaviest Guns.

"At 10:40 yesterday morning Her Britannic Majesty's cruiser, "Warspite," steamed into this harbor with the tide. She was a splendid sight in the clear blue light of the forenoon, the effect at some distance being that of a huge yellow pyramid gliding over the waves.

"She dropped anchor in the stream a considerable distance off the seawall. At once she was surrounded by small boats of every description, the occupants of which, except where it was on official business, were kept rigidly off. The Examiner's launch came alongside presently, and its reporter and artists were received very civilly by the officer of the deck, from whom a short description of the huge vessel was obtained. One of the officers showed the reporter over the huge vessel, starting from the bridge and going to the very depths.

"On the upper deck all was hurry and bustle; a huge crane was swinging the steam launch (picquet boat) from its davits (crutches); elegantly dressed officers in gold lace and cocked hats, carrying the traditional glass in the crook of the elbow, paraded the deck giving orders; a lugger was summoning the men to clean the vast guns, and rosy-cheeked little middies strutted by in all the health and manliness of the celebrated Mr. Easy.

"The vessel is the flagship of the Pacific squadron, and carries a complement of 600 men and officers, and four 22-guns, and ten 6-ton breech-loading guns, and twenty-three quick firing and machine guns.

(then followed a list of our officers.)

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"In the course of the tour about the vessel, the reporter called upon Admiral Hotham, whose cabin is a large and roomy apartment, with dining room attached, occupying the poop of the vessel. There is an excellent library; and what with velvet rugs and delicate hangings, rare etchings and water colors, the place might be taken for some London drawing-room. Above the mantel-piece hangs a fine photograph, presented to Admiral Hotham by the Prince of Wales. Opposite to it is a costly line engraving of Admiral Lord Nelson. Some of the water-color marines are from the hands of great English artists, and a noble etching of the famous "Victory" hangs in the dining room.

"Admiral Hotham is (here follows what is told on the first page of this book). His family have all been in the army or navy, and several portraits of illustrious ancestry adorn the walls. He explained to the reporter that the "Warspite" left England on the 20th March, passing through the Straits of Magellan, arrived at Esquimalt on the 8th inst. She left Victoria for this port, and will leave on Sunday for Magdalena Bay, Central America, Panama, and Coquimbo.

"The vessel will remain on the Pacific Station until 1893, and will undoubtedly revisit this port a number of times before that date.

"During the afternoon the commanders of U. S. S's. "Rush" and "Patterson," visited the Admiral, and their calls were returned shortly afterwards. H. B. M. Consul, Donohue, called later on, and Harbour Commissioners Alexander, English, and Paulsall called at four o'clock.

"Admiral Hotham will pay his respects to Mayor Pond this morning, and later on to General Gibbon and Governor Waterman. To-morrow he will steam up to Mare Island in a launch, for a chat with Commodore Benham, whom he knew in China several years ago. The Admiral also desires to visit the Union Iron Works during his brief stay.

"There are a number of aristocrats among the officers. The Hon. Hedworth Lambton, the captain, is a brother of the Earl of Durham; one of the lieutenants is Sir Robert Arbuthnot; among the midshipmen is Arthur A.

De Montmorency, brother of the present Lord Mountmorris, and son of the late peer, who was murdered during the Irish land troubles.

"Excursions, on Friday and Saturday, will be given to the British warship "Warspite," under the auspices of the British Benevolent Society.

"The tugs "Sea King," "Sea Queen," "Monarch," and the "Ethel and Marion," will make trips every fifteen minutes, between the hours of 1 and 4 p. m., from Washington street wharf. Tickets for the round trip will be 50 cents."

CHAPTER XI.

I had long wished to see San Francisco, for I had heard so much about it from various sources, but particularly from school books.

I had always been under the impression that its harbor was one of the most beautiful in the world, and that the city was magnificent, being called the "Golden City of the West." The latter is very true; but the former, how different from the ideal was the real. Instead of the forest-covered hills and boasted beauty, nothing more was to be seen than uniform, dull, sandy-colored hills on the one hand, and a large and smoky city on the other hand.

On the right are lines of shipping and docks; and on the left the small township of Oaklands, from which place runs an immensely long pier, which terminates in Oaklands railway station, and between which and the San Francisco shore ply huge sternwheel steamboats, which transport bodily the railway trains from the former place to the latter, and vice versa.

There are two or three islands in the harbour, on one of which, Goat's Island, is built the fort that saluted us; another, near which we had anchored, was called Mare's Island, and was particularly distinguishable from the fact that from some cause or other it is perfectly black.

On Friday we opened ship for inspection by visitors; and visited we were with a vengeance, for on that day no less than three thousand persons came over the gangway; but on Saturday it was worse, for it was estimated that over seven thousand persons visited the ship.

One would have taken us for another of Barnum's wonders, to have seen the people pressing and struggling over the gangway.

An immense landing stage was lashed alongside, from which to our entry port was rigged a gang-plank, at the foot of which stood collectors taking the excursion tickets, as each person passed them to embark for the return journey. As no work could possibly be done, we "piped down" aboard, that is to say, the ship's company were allowed two days' release from work. It was a measure the commander was forced to take, for the ship was so crowded that there was hardly room to move anywhere.

Nearly all the men employed themselves showing visitors around the ship, and many were the invitations received by them to visit admiring "yanks" at their homes. Yes, we certainly made an impression.

"And at what distance may that pea-shooter be calkulated to kick up a dust?"

This to me from a rough looking character at my elbow, in reference to a 22-ton gun.

"Well, roughly speaking, a matter of about seven miles."

"Jee-osophat! You don't say so!"

"Say, how much curry powder does she take for a charge?"

"Oh, about 160 pounds."

"Hell and scissors! I guess it would raise a dust in our hen roost."

"Undoubtedly."

"Give me a six-shooter of the same power, and I kinder think I'd be a match for all the bully cowboys in Texas."

He continued in the same strain for some time.

At a little after five the last steamer, laden to its utmost capacity, left the ship, the people cheering vociferously.

On the morning of the 16th (Sunday) weighed anchor and dropped down the river with the tide. The weather had been rather hazy, and the fog-borns at the mouth of the river were blowing at intervals; when we got outside, however, a nice breeze was blowing from the N. W., and soon we were gliding along at some seven or eight knots,

under all plain sail I was going to say, but having to depend upon steam alone as a means of propulsion, it would only be correct to say "all plain funnels."

On the 20th (Thursday) we arrived in Magdalena Bay.

The first glimpse we had of this place said nothing in its favor. It was a large piece of water, bounded on two sides by high, and on the third by very low land, the whole being desolate and barren in the extreme.

As soon as we got in, before anchoring, we exercised torpedoes while under weigh; the cutter and whaler was lowered to pick them up when they became stationary. We finished by two o'clock and proceeded to an anchorage.

There are only about eighteen houses here, in which dwell about 150 people. It would puzzle one greatly to know how they lived, until he saw every morning certain little sailing boats creeping along the shore, and which he would find were laden with cattle and provisions.

The following week was devoted to an inspection by the Admiral, of the ship and the ship's company, which passed off very satisfactorily.

On the following Saturday the "Espiegle," (whom we had left in Esquimalt) arrived, bringing us a mail.

Some little time before we left the above place, the "Amphion" had been ordered to change from our station to that of the Mediterranean, accordingly she left on the — for that place.

The "Melpomene," the ship told off to relieve her, arrived here on the day following that on which the "Espiegle" came in. The former is a second-class cruiser, of about 2,400 tons; she is armed with six six-inch and a number of quick-firing guns, and will steam about twenty-one knots, under forced draught.

On the — we weighed anchor and steamed round the bay for target practice. The cutter was again lowered, and our duty was to mark the target after every running fire. The sun was rather hot, so we spread the awning, it was tiring work pulling to and fro, and the wind was beginning to blow fresh, when we enjoyed the welcome recall to dinner. We were at it again in the afternoon, only this time we were under sail; and as it was rough, two or three of us felt rather blue; it could not last long, however, and soon up it came; no sooner had we

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finished vomiting than two immense sharks came up astern, and continued following us for the remainder of the day.

CHAPTER XII.

That night we dropped the stream-anchor and rigged the derrick for stowing it again ; the next day we weighed the stream anchor and steamed out into the bay, for the same practice as on the previous day.

We were unrigging the derrick when an exclamation from a man at its head caused us to look in the direction he was pointing, where we saw a large tiger-shark ; we watched him for some time, when he dipped, and we saw him no more until after dinner ; he came alongside again, but not alone, for three others were with him.

We threw pieces of biscuit to them, and noticed that instead of turning on their backs to seize food, they raised their heads above water and brought their mouths down on top of it.

Presently, some of the officers came up on the fore-bridge with pistols and rifles, and soon they were in full swing popping away at them, without hitting one however. We anchored again that night, and the next morning weighed ; and the same evening, after we had finished running torpedoes, we put to sea again for Mazatlan, where we arrived three days later.

This place is in Mexico ; it has no harbour to speak of, for it will only allow vessels drawing eight or nine feet to anchor anywhere near the town ; so we had to bring up at the entrance, right in the swell, which rolls in here very heavily. Two gigantic rocks stand like sentinels at the mouth of the harbour ; on the left hand one, perched at a great height, is a small white lighthouse.

From here, far away over the town, you have a fine view of the Cordilleras, looking blue and hazy in the distance.

As soon as we were anchored my boat was lowered, and we took the officer of the guard ashore, when we had an opportunity of viewing the town. It is situated cosily at the foot of a hill ; here and there clumps of palm trees, standing between pretty white cottages with red tiled roofs, add to the beauty of the place ; right out

of the centre of the town rises the dome of a Cathedral, which was gaily decorated with flags. We stayed here four days during which time we (the cutter's crew) were exercised in laying mines and blowing them up.

✓ We left on the 12th December and arrived at Acapulco on the 15th.

There was only one ship in the harbour, a Mexican man-o'-war, the "Democrata;" she was a small barque-rigged packet, and would have been a pretty boat if she hadn't been so dirty.

We got six hundred tons of coal in here in considerably less than nine hours, making the rate of passage inboard about 70 tons an hour.

On Friday leave was given, and men went ashore to purchase gear for Christmas; and it was a sight to see them coming aboard, every man with live turkeys, geese or fowls over his shoulders; altogether we had over a hundred turkeys cooped up under the fore-bridge. As usual there was a superabundance of fruit, for ships calling here are always overrun with vendors of the above. Among these people there is one character well known to every one who has visited this port, one Mrs. or "Mammy Johnson," as she is generally called. She is an enormously stout negress, slightly pockmarked, and is more largely patronized by officers and men than any of the others.

We left on the 19th. When it became known that we were to spend our Christmas at sea, a great many men were disappointed, for they had made pretty sure of spending it in harbour, where there would be more life. However, we made the best of it when the day arrived.

✓ The afternoon on 'Xmas eve was given to prepare for the next day's dinner; and what a sight it was to see the tars at work, making jam tarts, mince pies, cakes, plum puddings, etc. To have seen us bustling about, one would have thought we made our living by pastry-making.

CHAPTER XIII.

On 'Xmas morning we were in Lat. $11^{\circ} 27' 0''$ N., and Long. $88^{\circ} 58' 0''$ W., and rather a heavy swell. The

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hands turned out in the morning, scrubbed decks, had breakfast and cleared up decks, after which we cleaned ourselves. In the forenoon we were inspected at divisions, and afterwards attended divine service. We got down below after church and laid the tables; very great taste is shown by bluejackets in the laying of 'Xmas tables; all the edibles are placed on them, and are garnished with photographs and such decorations as it is possible to procure.

At seven bells, the admiral, captain and officers, at the invitation of the men, went round the mess-deck to inspect the decorations. A procession was formed: first came our minstrel party in all their nigger finery, cracking jokes and making merry; these were followed by our brass band, playing with much gusto "The Roast Beef of Old England;" then came the admiral and captain, who were followed by the commander, officers and middies.

At the head of each table stood the youngest member of the mess (wearing petty officer's jumpers) and holding in their hands plates of cake and d.w.f. As the officers passed they were invited to taste, which they always did for the sake of goodwill, they in return exchanging the compliments of the season.

After dinner, most of the men sat in their messes spinning yarns over the fruit and grog, for it was too hot to skylark.

After quarters in the evening, however, the men got lively, and gymnastics and boxing were indulged in on the fore-castle, and at six o'clock the mess-deck was cleared, the tables and stools put up overhead, and all made ready for dancing. The string band came up, and soon we were footing it merrily, in hornpipes, square dances and waltzes. When we got tired of dancing, the minstrel party gave an entertainment, after which we adjourned for supper.

On this day it is customary throughout the service for the petty officers to do the necessary odd jobs, the boys taking charge of them, and any P. O. who protests is forcibly carried up by the topmates. Altogether we spent as happy a day as was possible under the circumstances, the only drawback in "Jack's" estimation being

the lack of grog, for his spirit ration is only half a pint of 'three-water' rum per man per diem.

✓ On the following Sunday, the 28th, we arrived at Bahia Honda, an almost unknown place, in Costa Rica, Central America. It is a place isolated from civilization and given up to birds and beasts. Just as you come in, on the right of the bay, there are half a dozen huts situated prettily at the foot of a gradually sloping hill, and surrounded by cocoanut and banana palms. Here live about thirteen people, who live by hunting. Some of them came aboard, and, from what I saw of them, I came to the conclusion that their communication with the outer world was very limited indeed, for their clothes were in a very dilapidated condition, their shirts being full of holes and slits, as were also their trowsers.

Having run short of water, we got out our boom-boats and sent them ashore for some, which ran down the hills in streams. As each boat brought its load a party of men were told off in spells to pump her out, the water being stored in our double bottom for use in the boilers.

A notice was hung outside the master-at-arms' cabin, cautioning all men landing on the beach against venomous snakes and reptiles.

The country is thickly wooded; indeed, it is nothing but vegetation whichever way you look—not a spot of bare land is discernible. The woods are impenetrable on account of the thick undergrowth. When the wind blows off shore it brings a fragrant smell with it, in which can be distinguished the scent of pineapples and orange groves.

The place is alive with birds of all kinds, and prominent among them is the parrot. Out in the bay stands a small island, and every evening flocks of parrots fly to this island from the mainland to roost. Be on deck early next morning, before sunrise, and you will see the parrots returning to the mainland, chattering and screaming as they fly.

The bay is infested with sharks, and two or three shots were fired at them as they swam round the shutes, but with no success; so the commander ordered a shark hook to be baited with a four pound piece of pork. It was done and a grass line bent on to the hook, chains

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rove through a block at the derrick head, and brought inboard. Nothing, however, was caught that day.

The next day, Thursday, was a "make and mend clothes" day, when the men have the afternoon to themselves. I was going up one of the ladders, when all at once I heard a scramble, and the next moment the boat-swain's mate piped "hands up, shark!" I rushed on deck, into the gangway, and there sure enough dangled "Mr. John Shark." We hauled him up clear of the water, and took a round turn round a stanchion, and I hung on to it. I felt a certain satisfaction in hanging on to that shark, when I remembered the many atrocities of his species. A man scrambled up the derrick (a novel fishing rod) and made a bowline round the line with another rope, and slipped it over his dorsal and pectoral fins, but in closing his enormous mouth he bit this nearly through, so the same man slipped another bowline over him.

A middling jerk would have been sufficient to drop the man from the derrick head fairly into the shark's maw.

When they had thus secured him a rifle was brought, and he was shot in the head and tail to quiet him, after which he was hauled alongside the gangway, where one of the men disemboweled him; as soon as that was done we hauled him inboard.

He measured over twelve feet in length and had eight rows of teeth, four in the upper jaw and four in the lower. In his stomach was found the head, wings and feathers of some large bird.

We made short work of him, and set to work cutting him up and taking out his jaws and backbone; the skin on the back was over an inch thick.

When the man was ripping him open alongside, and his inside was thrown overboard, several other sharks came up and devoured it; the captain shot one of these in the belly, whereupon his comrades set upon him and devoured him. It was fine sport, and we baited the hook again, but caught no more.

It was here I first tasted parrot pie, and I must confess they are beautiful eating.

On New Year's Day our minstrel party gave an enter-

tainment. I stayed up and saw the old year out and the new one in, when sixteen bells were struck, eight for the old year and eight for the new.

We left for Costa Quinta, an uninhabited island, on Saturday, the 5th, where we arrived three hours later.

Leave was given in the afternoon, so I took advantage of it and went ashore for a run. We landed on a rocky shore, on crossing which we found ourselves on a broad stretch of chocolate colored sand.

We landed with the intention of gathering some fruit, but though we walked some miles along the shore there was no sign of a fruit tree. This island is covered with thick forest. We had to content ourselves with viewing the forest from the beach, and it was worth viewing too, for the trees, rising in some cases to a great height, were covered in a few cases with large blossoms. I cannot place them, not being a botanist.

The forest was impenetrable except in one place; it was after we had gone some distance along the beach, and had crossed several fresh-water rivers, that we came to one of larger dimensions than the preceding ones; turning to the left we proceeded some distance along its banks, when we came to some thick twisted undergrowth; we managed to force our way through this, and found ourselves in an arm of the forest; perfect silence reigned here, a peaceful silence, which was suddenly and rudely broken into by a loud ha! ha! ha! We turned to see the cause when we heard it again in an entirely different quarter. Looking in that direction we saw, at the top of a tall tree, a curious bird, which from its enormous bill (out of all proportion to its body) I took to be a laughing jackass. Bluejackets on shore are much the same as boys, full of mischief, and our party was not exempt from this trait.

We aimed ourselves with stones and clods of earth, and were soon pelting at it right and left. As every well aimed missile neared him the bird would rise, and waiting until it passed under it, would settle again; but the fire getting too hot he flew away, laughing as he went.

Our curiosity being aroused by some large lumps on the trunks of some of the trees, one of our number struck

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me with a stick, knocking away some of what appeared to be a skin ; in a moment his stick was covered with large brown ants ; a few got on his hand biting him badly ; the inside had the appearance and color of a sponge.

Pushing on, we came to an open space, crossing which we entered a jungle, which was an exact counterpart of pictures I have seen of the Indian jungle.

Here we began to get cautious, and our thoughts were constantly on snakes ; it was laughable to see the gingerly steps we took, raising our feet like well trained horses, presently we came to a bend in the river ; on first seeing it, we observed a disturbance on the surface of the water. Pausing, we watched anxiously, and presently the head and fore part of the body of a small alligator raised itself out of the water ; we had all heard of the voracity of this reptile, and were hesitating whether to run or stay, when he settled the question, by disappearing. I thought we had gone far enough, and said as much to my chums, whereupon we decided to return before it got dark, for we all agreed to spend a night in that place, would be the reverse of pleasant.

We returned a different way to that which we came, and found it more difficult, for the under wood was more thick and twisted. Sometimes one of us would stumble over the roots of a tree, and as he was falling, would be caught and held up by the bight of some creeping plant that was hanging in a festoon from one tree to another. These vines are a very noticeable feature in the forest, for the trees are matted together by the interlacing of them.

When we got out of the forest, we went down to the mouth of a stream, and enjoyed a good swim ; a curious fact about these streams is, that the water in some places is very hot, and in others is icy cold, and in some parts you will get a boiling hot upper current and a very cold under one.

We returned to the ship's boats, and were soon aboard.

One midddy had shot a monkey, and the skipper shot a large guano lizard, which they brought aboard.

We left on the 3rd for Panama, where we arrived on the 6th.

CHAPTER XIV.

Our anchor was dropped in seven fathoms of water, and we were lying about ten miles from Panama, and five from——— We had a large mail which brought me the news of my father's death. He was in a precarious state of health when we left England, so that I was not surprised, although, naturally I was very grieved, which grief was greatly augmented by the thoughts of the thousands of miles which lay between myself and his deathbed.

We were to receive supernumeraries here, who were to come over the Isthmus from Colon, and we expected them the following Monday.

On the Sunday afternoon I was sitting on a harness cask, talking to a private in the Royal Marine Artillery. he was speaking of the times he used to have at home: poor fellow! he little knew that before another day had passed, he would be in the spirit only. The next day, in the afternoon, he laid down, remarking, "I will have forty winks before supper."

At eight bells a clum gave him a shake telling him the time; "come, Sam, its eight bells," but there was no answer, again he shook him, still no answer, the man began to feel alarmed, and felt his pulse, there was no beat, not the slightest fluttering, the poor fellow was dead. There was something awfully sad in this death, men were working all round him, yet not one suspected, or noticed anything wrong about him. It was a verification of that scriptural passage "In the midst of Life we are in Death."

They carried him forward to the sick bay; the doctor was sent for, who after examination pronounced life extinct. A post-mortem examination was held on him, but what conclusion the doctors arrived at I cannot tell.

The carpenter received orders to make a coffin with all dispatch, for he was to be buried next day. This may be put down as unseemly haste by those unacquainted with the Tropics, but it is simply a sanitary precaution, for if a corpse was kept forty-eight hours, decomposition sets in; the next morning before sunrise the gun carriage and limber was sent ashore so as to be ready for the funeral.

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Men, both bluejackets and marines, were asked to attend the funeral, I made one of those who volunteered to pay him this last mark of respect. The coffin was made before dinner, it was a substantially built one, and was covered with No. 1 cloth, and lined with flannel, the last named items are allowed by the service to officers and men alike. After dinner the funeral party was piped to clean in white trousers, white frocks, and straw hats, we had also to tie a black silk handkerchief round our left arms, which is a sign of mourning throughout the service. The marines were dressed in a white uniform, and white helmets, they also carried their arms. At half past one we were fallen in in the gangway and we blue-jackets told off in two crews for the field gun. It was very rough and the boats were tossing furiously on the waves, so that we had great difficulty in embarking. The officers went down into the steam pinnace, the marines, band, and one gun's crew went into the launch, which made fast astern of the pinnace. The remaining crew, of which I was one, went into the first cutter and we made fast astern of the launch. Then the second cutter went along side, all hands aboard were piped to fall in in the starboard gangway, the admiral, and captain, coming up also, the bell was tolled and presently came the coffin covered with the Union Jack, and borne on the shoulders of deceased messmates. All heads were bared as it was hoisted carefully out into the cutter, which after the remaining men had embarked made fast astern of us, in this order, with the white ensign half masted on each boat, the steam pinnace towed us ashore. We shipped a lot of water during the passage, people in boats, or on board trading vessels, uncovered their heads as we passed, and as we neared the railway jetty the flags on the fort and other stations were half masted. We all landed on the jetty, where the gun carriage and limber was in readiness. The coffin was hoisted out of the cutter and placed on the gun carriage, it was still covered with the Union Jack, and deceased's helmet and sword was placed on top and his belt put round them, the procession was formed in the following order; first was the band, men with arms reversed, two lines of Marine Artillery, and light infantrymen, these were followed by the first crew

of bluejackets drawing the gun carriage and coffin, and after these came the relief crew marching in the order we would be on the drag-ropes, and the aforementioned messmates marching in file astern of us.

When we were ready, the order slow march was given, and the band played "The Dead March." The roads were very badly kept, and frightfully rough, the heat was intense, and before we had covered half the distance we were blinded with dust, and half suffocated with the effluvia which rose from decaying matter in the streets. The people crowded and hemmed us in on every side. There was of West Indian negroes a large majority, a great many creoles and natives, and of Chinamen sprinkling. It looked as though all Panama had turned out, for without any exaggeration, the people mustered in thousands. Passing slowly up the main street, past the hotel De Panama, we arrived at the grand square: from here we broke into the quick march, which was kept up until we arrived at the approach to the cemetery: here we slowed again to that old, old tune "The Dead March in Saul." As we neared the gates the marines broke off and formed into two lines, one on each side of the road, standing at ease, with arms reversed. The gun carriage with its sad burden passed between the two lines, and halted just outside the gates, the coffin was lifted off and carried to the grave. Our own chaplain read the burial service, and the dead was lowered into its last resting place. The chaplain had got to that part of the service which commences, "ashes to ashes, dust to dust," and as the men threw in the handful of mould, the grave digger thinking, I suppose, that he was signalled to complete his work, started to fill the grave, and it was only after a lot of signing that he would desist. Three volleys were fired over his grave and we left him alone among strangers to rest. He was buried next a Frenchman's grave, over which stood a marble pillar, with an inscription commencing "ici repose."

The scene at the grave was an interesting one, immediately around it stood the bluejackets and marines, their fair skins and white uniforms forming a great contrast with the swarthy skins and black woolly heads of the negroes, and the bright colored garments they wore.

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Outside the rails half nude children were crowding and pushing to get a sight of the proceedings.

In different parts of the cemetery flourished cocoanut and banana palms, and sometimes a slight catspaw would bear with it a delicious perfume, telling of its passage through flower gardens and orange groves. I was surprised to hear the Lord's Prayer and responses repeated in good English by a great many of the negroes. I concluded that they had immigrated from the British West Indies.

As the marines came to the "present," preparatory to firing the three volleys, the people pressed against a knot of men who in their turn pressed back, knocking down a beautiful marble cross; but what astonished me was, the men, after seeing the damage they had done, with the greatest "sang froid" imaginable, climbed up on the block that remained, the better to see what was going on.

CHAPTER XV.

We left Panama on the 15th for Callao, where we arrived on the 20th. On our trip down it was rumored that the admiral had received orders to proceed to Valparaiso with all possible dispatch (in consequence of a revolt in Chili) where our presence was required to protect British interests.

It appeared that there was a row over the result of the election for a new president, the main body of the army taking the President's side, and the navy and the remainder of the army, taking the congressional or people's side.

We dropped anchor, and exchanged salutes with the Peruvian forts.

In the evening, after quarters, the commander had us all aft and told us we should coal next day, that we had nine hundred tons to get in, and that we should have to put our best foot forward, as we had to get to Valparaiso where there was a "row in the house." This confirmed the rumors we had heard, and the prospect, distant though it was, of us having a finger in the pie, incited the wild spirits among us to work like niggers, and the nine-hundred tons were got in by twelve o'clock the next night.

On Friday the 23rd, at noon, we left for Valparaiso, calling at Iquiqui on the way. Arriving at the latter place on the 26th, we found one of our own gunboats, "Pheasant," which had been sent from the West Coast of Africa to this station, to finish her commission.

There was also one of the Chilian men-of-war that had taken the congressional or rebel side; she was cleared for action, and lying moored bow and stern, broadside to the town. She was named the "Almirante Cochrane," and was a battle ship of some 4000 tons, and heavily armed; she carries three masts, square rigged forward, and one funnel.

Her officer of the guard came aboard, upon whose return she hoisted the white ensign and saluted it, which salute we returned.

Iquiqui is situated on the coast of the Tarapaca Province, one of the most desert and arid countries in the world. It is said that rain has never been known to fall at Iquiqui. all food and other supplies have to be imported from the southern provinces, or Peru; not a sign of vegetation, all one monotonous, yellow coloured sand, which wearies the eye and causes a depression of spirits in the beholder.

It is the seat of the nitrate and silver mining districts, and the inhabitants are chiefly miners. There had, I believe, been some disturbance before our arrival, and our advent was hailed by the English residents as a guarantee of safety; our departure, therefore, the same evening for Taltal, caused keen disappointment. We arrived off the above place the next afternoon at seven bells, but did not anchor. Here we found the "Huascar" a rebel cruiser of the old pattern.

It will be remembered that about fourteen years ago she committed an act of piracy on the high seas, by taking coal out of an English vessel. The "Shah" and "Amethyst" were sent in chase of her; they met and engaged shortly after dinner on the 17th day of May, 1877. After a long fight she managed to evade them by getting into shallow water where the English ships could not go. During the Peruvo-Chilian war, however, she was captured by the Chilians. Before this, while still the property of the Peruvians, she made herself

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famous by her great fight with and subsequent victory over the Chilean warship "Esmeralda," whom she sank in Iquique Bay.

After her officer of the guard had boarded us, we again put to sea, and arrived in Coquimbo Friday morning 30th. The "Acorn" was lying here, having come down from Honolulu. After getting aboard some engine oil, of which we had run short, we proceeded to Valparaiso, where we arrived the next forenoon at six bells (eleven o'clock.) The "Champion" was lying here and she gave us all the latest particulars concerning the revolution. One day, one of her cutters went ashore as usual for officers; all boats were required to fly their national colors, or a flag of truce, there being no wind hers was drooping down the staff, which was in consequence taken for a bare one. Some soldiers on the esplanade, thirsting I suppose for blood, seized upon this as a good excuse to quench it slightly, for half a dozen revolvers were fired by them at the boat, one shot wounding the Coxswain breaking his ankle. When the boat returned the ship cleared for action, and Captain St. Clair sent ashore for an explanation; before she got half way however, she was met by a Chilean boat which had been sent off with an apology.

This town was in the possession of the army or Government side, and had just been blockaded by the rebel fleet, which had left just previous to our arrival, after an exchange of shot with the forts. One shot from the forts had entered at one of the "Blanco Encalada's" after ports, killing six men in its passage; another had struck her just above the water line, leaving its point in the hole it had made, while the base broke off, and another had struck her in the starboard sponson.

Many rumors were going about the lower deck, some had heard that British interests were being interfered with on various parts of the coast; some said that the "Cochrane" had been robbing our merchant shipping, while others said that our mails were being tampered with, but all expected that the audacity of the rebels would bring us into the quarrel; in the event of which the men were discussing the comparative merits of this ship, and her ancient sister "Warspite," the flag-ship of

of Sir Francis Drake, during his celebrated defeat of the Spanish Armada.

All the next week the soldiery ashore were employed in mounting new guns in the forts and on the esplanade and in placing lines of sand bags on the latter.

Valparaiso is a fine town, crescent shaped, built on the sides of the hills, and extending three parts round the bay. A great deal of trade is done here, and the harbor is always crowded with shipping, a railway skirts the bay, and ships can discharge their cargoes on the jetties and send them by rail to any part of Chili.

On the following Tuesday the "Acorn" came in, and on the receipt by the Admiral of news to the effect that a fleet of British colliers had been seized by the "Cochrane," at Iquique, the "Champion" was dispatched to that port to ascertain the truth of the reports. On Wednesday, Thursday and Friday, we coaled ship, taking in some four hundred tons, and on Saturday left for Iquique. On Sunday we called into Coquimbo and took in a further supply of oil. Leaving here at twelve o'clock, we proceeded at eleven knots, and the next day at noon called into Taltal, here we found the rebel cruiser "Esmeralda," a comparatively new ship. She hoisted the British flag and saluted it, we answered the salute but hoisted no colours. Our Captain boarded her in full dress, and upon his return we put to sea. The next morning we sighted the "Champion," she was under seal and had the "not under control" signal up, upon our closing nearer, she informed us that her engines were disabled. We closed to within a cable's length of her and the admiral gave orders to take her in tow. She made a semaphore signal, to say that the coaling vessel which had been seized, had been released again with assurance that no recurrence of the same should take place. Captain St. Clair came aboard, and when he received the order to tow was negatived, and we parted company she proceeding to Valparaiso, and we to Iquique.

CHAPTER XVI.

That night we went to night quarters, firing with all the small guns at a target, the position of which was shown by the search light. The following morning, 11th Fe-

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we arrived at Iquiqui, the "Blanco Encalada" was in harbor, and I had a good look at the shot holes in her sides. A bombardment of the town was expected, and all the inhabitants had deserted it, some camping out on an island on the right of the bay, and close to the town, and others going aboard the ships in harbour; there were about thirty ships here, and every one of them gave shelter to one or two families, rigging up awnings and screens on their upper decks, for the people's accommodation. The people on the island were living under hastily thrown up tents; most of them had driven poles in the ground, over which in some few cases, was thrown a canvas covering, but the majority, being poor people, had sewn blankets, sheets and old pieces of canvas together which they used for the lack of better material.

One side of the bay was crowded with boats, in which lived some people who feared to stay on the land, intending doubtless, to put to sea with the bombardment commenced.

In the afternoon the "O'Higgins" and "Magellana," two rebel corvettes, came in, but they left again that evening. On Thursday evening, the "Esmeralda" and "Abtao" came in, but left again next day. Every night the "Blanco" and all Congressional warships in harbor would put to sea, returning to their anchorage next morning, taking care, however, to leave a guard boat behind them. On the above day, the "Pheasant," (who had remained here since the "Warspite" first left,) weighed and proceeded north, her destination being unknown on the lower deck, but it was surmised she had been sent for our mails. In the evening, our "Amateur Dramatic Company" gave an entertainment, which passed off very well. The British Consul was present, having dined with the admiral and captain. On Saturday, the "Abtao" came in - this was the 14th of February, and completed the first year of our commission.

All this time the men were impatient for something enlivening to happen; either a fight between the rebels and the government troops, or else between ourselves and a rebel ship—it was immaterial to them. They had had no leave since we left Acapulco, and were getting weary of being on board so long—so were in want of something exciting.

The next day, Sunday, a great many of the English refugees and English merchant ships' companies came aboard to attend divine service. This night, during the middle watch, sounds of firing were heard, but no one could locate the sounds. On Monday morning, however, we had news that a great battle had been fought a little way up the coast - the battle had resulted in a victory for the rebel forces, who had one hundred killed, while the government side had over two hundred. Among the officers killed, was one naval officer on the rebel side and two generals on the government side. At six o'clock on this morning, the British and German consuls came aboard and asked to see the admiral on business of importance; they were taken to the admiral, and about half an hour afterwards went ashore in our cutter, in company with Captain Lambton.

One reason for the consuls' visit soon became known, for the officer of the guard went aboard the "Blanco" to inform the captain that a train bringing the wounded from the scene of the battle, would pass along the lines around the hillside to the hospital, and to ask him not to fire upon it. At half past nine, the train made its appearance around a bend in the mountain side, and soon arrived just above the town, when the engine unshackled and allowed the carriages to run down an incline into a siding, the engine afterwards reshackling and running them down into the station. Hundreds of people and a great many soldiers were there to meet them.

At eleven o'clock the "Blanco" and "Abtao" sent a body of men ashore, fully armed and equipped.

Later on, our cutter and whaler was sent ashore, to pick up any English people who wished to leave the shore. At twelve o'clock, hearing a rush to the ship's side, I ran up on deck, and the first thing I saw was a great fire in the middle of the town, columns of smoke arose, completely obscuring everything in its vicinity.

Presently, the rattle of musketry was heard, telling of a sharp fight. On a small elevation at the north of the town, a small body of government cavalry was collected. The "Blanco" saw them and opened fire upon them. At the first shot there was an awful scattering, the horse

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men galloping off in all directions, and stragglers on foot rushing back into the streets, leaving two or three wounded on the ground, the other shots did no more damage than throw up the earth. Meanwhile the sailors were plundering the houses of all who were against them, and shooting down all who resisted. In the main street stands a large draper's shop, owned by an old Italian gentleman, who stood at his door watching the progress of the fire. A marauding party catching sight of him 'went' for him, knocking him down, kicking and using him brutally. After looting his shop they bound him, and taking him down to the pier threw him into a boat to await the "Blanco's" steamboat; presently it came, and the crew, upon being told about the old man went alongside the boat, and five men jumped into her, picked the poor old fellow up and flung him with great violence into their own boat. All this time our cutter was laying off the pier watching this affair, and one of the crew, his British heart welling with indignation, jumped up, and shaking his fist at the Italians, shouted, "you wouldn't serve one of us like that, you lubbers, you wouldn't!" Whereupon, one of the people standing upon the pier cried, in broken English, "Wouldn't we? If we had you here we'd serve you the same!" At this, Jack, waxing more wrath, yelled, "You ———, if I could reach you with this oar I would run it down your cowardly throat!" The old man was taken aboard the "Blanco" as prisoner, but in the evening, I believe, our officer of the guard went aboard with a demand that he should be turned over to us. The demand was complied with, and the unfortunate man was brought aboard. At half-past three a body of government troops were observed marching down the high road which ran round the hills just below and parallel with the railroad, and opened fire upon them; the distance, however, was too great for accurate firing, so only one shot went near them, and that struck the bank at their feet, throwing the dust over them. Again, at about half past four, three companies of government men were advancing from behind some reservoirs, over the open plain at the back of the town, when the ships commenced firing upon them. They opened into files

of two, and advancing in this way at the double, got into the town without harm. The only shell that went near them, was the second one fired, and that burst a little way in their rear.

At six o'clock, the "Huascar" came in, and anchored near the "Blanco." That evening, two companies of our men were told off, to guard the British Consulate, in case of a night attack; ammunition was got up, and everything was got ready for landing, if required. At midnight, another small fire broke out, and a few rifle shots were heard. In the morning, a congressional transport came in with the rebel survivors of the battle of Sunday night, and later on the "Esmeralda" came in and anchored.

CHAPTER XVII.

On Wednesday, thinking the fighting was over, a great many of the people re-entered the town, but their movement proved premature, for the next morning, at daylight, the "Huascar" and "Abtao" again went around the point, to the other side of the town, and the "Blanco" fired a gun which the "Huascar" answered.

At about 6:30 a. m., a great battle commenced; there was very heavy volley firing on the south side of the town, but owing to a thick haze, (that indispensable accompaniment of early morning in these parts,) which lay upon the town, nothing could be seen. At seven o'clock the ships opened fire. At nine o'clock the haze lifted. Some men, (whether troops or civilians, I could not make out,) were retreating along the shore, in the north of the town; the "Tolton," a gunboat, and an armed tug, catching sight of them, commenced firing on them following them up as near the shore as they could get, and now and again we would see a man throw up his arms and fall to the ground. Meanwhile, the "Huascar" and "Abtao" were firing upon the south side. At ten o'clock the "Esmeralda," who had gone out the night before, was sighted, and the "Tolton" shifted to a berth ahead of the "Blanco." The firing in the town had grown fast and furious, and the din was awful; rattle, rattle, rattle, went the machine guns, and

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The reports of rifles could be distinguished by their greater solidity of sound. Men, both civilians and soldiers, were crowding the tops of houses and firing down upon the enemy in the streets. A body of men had collected near the Hospital, and formed into a company; and soon as opportunity offered, they dashed from there to the back of a red brick house near the railway station, their object being to get into the town without being seen by the ships; but, alas! for their hopes; the "Blanco" saw them, and directed the fire of her six and nine-pounders upon them. Two or three shots struck the house and one passed through the roof of the railway station, but though I watched some time I did not see a sign of the refugees, so I concluded they had lodged around an iron shed in their rear.

At 10:15 the "Blanco" sent some men ashore in boats, to reinforce her military allies; numbers of government soldiers were waiting for them on the pier and wharves, and the boats had to fight their way in. Machine guns were shipped in the bows of the boats, so the landing party were able to give as much as they took. Many of the poor fellows were wounded before they could land. At 10:30 the firing was getting desultory, and at 11 had altogether ceased. A few more volleys were fired at 11:30, but the reports from these came more from the back of the town. At 11:55 the "Blanco" again opened fire, and soon after the "Esmeralda" came in and took station astern of her. The "Abtao" now left the south side of the town and dropped anchor at the mouth of the harbor. At twelve o'clock a shell from the "Blanco" burst in a house in the market place, setting fire to it; by half-past the fire was burning fiercely, and two or three explosions occurred in its midst; by a little after one it was got under and soon was only smouldering, and the ships again ceased fire. At two o'clock the fighting in the town seemed to gather mostly round the custom-house, which was situated at the head of the pier. Presently, a party of sailors took it and held it from the enemy until the end of the fight. It is a large building, all the doors and window shutters were of iron; a balcony runs round the upper story, and from this and from the roof and bell-tower the sailors kept up a continual fire upon

the enemy below. The ships again opened fire with their heavy guns, and one shot from the "Esmeralda" tore its way through some iron sheds near the beach; another from her deprived a house of its chimneys; another from the "Blanco" struck the front of a house which stood a little distance back from the scene of the fire.

All this time the "Huascar" kept up a continual fire on the south side of the town. From where she lay she could see through a pass in the hills, which was invisible to us; all her fire was directed there, her shot striking the hillside, and sometimes the summit, tearing up the earth and creating a terrible, thundering noise. I believe, from what I have heard, that a body of government troops were trying to advance from there, and that she was keeping them back. A shot from the "Esmeralda" struck one of the four small guns they had ashore, cutting it clean in two. At a little after three, a couple of shells burst in a house a little to the right of the custom-house. In about fifteen minutes after the bursting of the shells the house was on fire. At 3:45 the fire had increased, and the flames reached a large hotel on the left, licking its sides lovingly with all the deceit of "little Red Ridinghood's" wolfish bugbear, until presently they seized upon it and enveloped it in a fiery embrace; from here it spread to behind the custom-house. Signalmen were directing the fire of the ship's guns, by means of semaphore signals from the roof of the custom-house, and with black smoke and leaping flames for a background, they resembled so many demons (swinging their arms about in making the signal), who appeared to gloat on the scene around them. At four o'clock the whole of the right of the town seemed to be in a blaze; the sight was appalling; the flames leaped to a height of 150 feet, and the wind having dropped, the smoke went straight up, and must have been seen miles at sea. Just about this time there was a terrific explosion in the fire and for hours afterwards pieces of scorched paper floated gently down aboard of us. At a quarter past four the walls of the hotel and the house next to it fell in with a dull thud; but the view was still obstructed, for the fire was eating its way into the town, but the ships, under the direction of the signalmen on the custom-house, fired

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through the fire into the grand square, where a lot of fighting was going on. At six o'clock the ships had ceased firing and our captain went ashore, with a large flag of truce flying in the bows of his boat, and arranged a meeting between the general of the government forces and the commodore of the rebel forces, who agreed upon an armistice until twelve o'clock the next day. Captain Lambton stood on the pier talking to Colonel Sotto, his exswain standing behind him holding the flag of truce over his head. When the boat neared the shore, says the boat's crew, the heat from the fire was almost unbearable, and, ignoring the flag of truce, the soldiers fired upon us, some of the bullets passing through our awning, and one through the boat, but fortunately without doing any further harm than making us feel uncomfortable.

CHAPTER XVIII.

Sitting on the pier, with his back to the rails, was an English lad of eighteen, who was dressed in the Chilean naval uniform ; he was shot through both legs and the blood was pouring from the wounds ; on either side of him lay dead men. Captain Lambton tore up his flag of truce and bound up the poor fellow's legs. In answer to questions, he said he was an Englishman who had, some three weeks before, been pressed into the Chilean navy ; he had tried several times to send aboard an English man-o'-war, and had demanded to see the British Admiral, but they would not allow him. He had been sent ashore in one of the reinforcing boats, and was wounded before the men had fought their way off the pier. Our shipper put him in his boat, and getting in himself, went aboard the "Blanco," and sent the wounded lad aboard.

When the gig neared the ship, the men seeing a stranger sitting between the thwarts, at once began to speculate as to who and what he was. As the gig came alongside, an eager crowd pressed forward to get a sight of him ; but when they saw him carried up the side, on the back of one of the crew, the blood dripping from his legs, they at once opened out and made a clear gangway for him. One of our newly-joined boys recognized in him an old chum, and came forward, calling him by name ; that boy had a warm five minutes answering

questions put by an inquiring crowd, as to where he had known the wounded lad, and who and what he was. The gig's crew had a lot to tell when they came inboard. How, when they found the soldiers were badly disposed toward them, they, the crew, tried to propitiate them by making all the most friendly signs they could think of.

At five the next morning a Congressional transport came in with about fifteen hundred troops aboard, who were not to disembark until the armistice was up. At eleven o'clock Col. Sotto, the Government commander, and Commodore ———, the Congressional leader, came aboard us to make their arrangements over dinner with the Admiral. Punctually at noon the troops began to disembark into seven lighters, which, when full, were towed out clear of the ships, where they remained awaiting further orders. The troops were repeatedly cheering, their loud "vivas" being heard all over the harbour. Once, as they passed us, they gave three English cheers for the "Warspite." At three o'clock the two leaders left our ship, and it soon became known that they had decided to suspend hostilities; Colonel Sotto surrendering to the Congressionalists. Upon this, part of the troops re-embarked, and the remainder landing and taking formal possession of the town and the arms of the Government troops.

The fires burned fiercely for two days, and for another fortnight it was smouldering. Some people say that this fire was due to incendiarism; but I myself, as I before stated, saw two shells, one from the "Esmeralda," and one from the "Blanco," strike the white house before-mentioned and explode, causing the fire.

On the 24th we sent ashore for English and Germans desirous of taking passage in us to Callao; about ninety responded to the invitation; they were mostly of the working class, and screens were rigged up on the fore-castle for their accommodation. Among them was an old man named Brown, who was wounded in his right arm; during the bombardment his house had been wrecked; in fact, he had lost everything he possessed. His wounds were caused by the bursting of a shell in his vicinity; the bone of his fore arm was shattered, and he suffered greatly while he was aboard. He was treated by our doctors until his arrival in Callao, when he went

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to the hospital at Lima. I am happy to say that be-
fore we left Callao we made a subscription for his benefit,
the proceeds of which amounted to about thirty-seven
dollars. It was not much, in so dear a country it is
true, but it was sufficient for his immediate wants.

Early on the morning of the 25th the "Huascar"
weighed anchor and steamed north, we following a few
hours later. At eleven o'clock we arrived at Caleta
Mena, where we found the warships "Magellana" and
"Huascar." Finding no refugees here, we left, and
arrived at Pisagua late in the afternoon. The "Almirante
Cochrane" was lying here; there had been a battle here
a few days previous, resulting in a victory for the Con-
fessionalists.

CHAPTER XIX.

This place, like all others on the Chilian coast, from
Quimbo north to the Peruvian frontier, is perfectly
barren.

The town is built on the sides of the hills, the only
distinguishing feature being a white clock tower which
stands in its midst. As in Iquique, numerous railway
tracks run from the town over the hills to the nitrate
mines. About the same number of refugees came aboard
here as in Iquique, and they seemed to be of about the
same social status.

The "Cochrane's" officer of the guard boarded us, as
did also some of the captains of the merchant ships in
harbour. We left at five o'clock and proceeded, arriving
at Callao on Sunday at noon. In the afternoon the
refugees went ashore. General leave was given on Mon-
day, and nearly all the watch went ashore for a couple
of day's spree. A circus was being held at Callao,
and one of our men took an unrehearsed part in the
programme. It appears that, being unable to get a good
seat, he being slightly 'elevated,' thought he would ele-
vate himself still further, so he climbed on to the roof
of the tent, so as to get a good view of the proceedings
through a slit in the canvas. Not being very careful in
his movements, he brought a great strain upon that part
of the canvas immediately round the slit, so that it very
soon became a rent, through which he fell headlong into
the midst of the audience, without however sustaining

more damage than a good shaking. The other watch went ashore when the first watch came off.

Nothing worthy of special note occurred between this and the 23rd of April.

During the interval we went south to Valparaiso, back to Iquiqui, and down to Valparaiso again, calling at the usual ports on the way. Our dates were: 14th March, Iquiqui; 18th, Caldera; 19th, Coquimbo; 23rd, Valparaiso. Arriving at Valparaiso, we found the two new cruisers ordered from England had arrived, and on 29th the U. S. S. "Pensacola" came in; and on 7th April the U. S. S. "Baltimore;" 10th April left Valparaiso; 13th arrived in Coquimbo; 16th, Caldera; 17th Taltal; 18th, Autofagasta; 21st, left Iquiqui; 23rd, arrived in Caldera; 23rd Huascar; 24th, Coquimbo; 25th, Valparaiso.

I forgot to mention that on the 21st of February, at Iquiqui, while the "Esmeralda" was coaling, the "Imperial" (a very smart armed government transport) was sighted. The "Esmeralda" at once suspended coaling operations and gave chase; she chased her for about four hours, when just as she was gaining on the "Imperial" her engines broke down and she had perforce to stop to make good repairs, afterwards returning to harbour and completing her coaling.

Leaving Valparaiso on the 12th April, the "Acorn" leaving with us, and parting company just outside the harbour, for England, we arrived in Autofagasta on Saturday, 18th, where we found the "Blanco;" we left the same night, she playing us out. Poor "Blanco!" we never saw her again above water.

Arriving at Iquiqui on Sunday afternoon, we found the "Daphne," who had a mail for us, and the congressional warship, "Almirante Cochrane."

CHAPTER XX.

We left again on Tuesday, and on Thursday morning arrived off Caldera. Long before we could distinguish the port our attention was attracted by columns of smoke which rose up under the land. On approaching nearer we found that the smoke emanated from gunpowder, and presently saw the large congressional transport "Aconcagua" being hotly chased by the two new government cruisers "Almirante Lynch" and "Almirante

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Condell." The cruisers were keeping up a furious fire upon her, but she returned it bravely with what guns she had. Nearly all our ship's company had assembled on the forecastle, nearly bursting with excitement; they were watching with intense interest every movement of the ships.

Presently a shot from the "Lynch" cut the transport's derrick in two, one half hanging from her foremast head, and the other crashing through the roofs of the cook cabins; another tore through her after awning, while another from the "Condell" made a hole in her hull, just abaft the mainmast. But the "Lynch" did not get off scot free, for her thin hull was riddled with shot, and one passed completely through her bows.

We were now close to the scene of action; the "Lynch" slewed bow on to the "Aconcagua," as though about to ram, or discharge a torpedo; all hands were watching with bated breath, not a movement escaping them. Just when they expected to see the transport blown out of the water, both cruisers slewed round and made off at full speed, firing as they went, the shots both from the transport and her enemies falling fast and thick all round each other, throwing the water up in clouds every time they struck it. The "Aconcagua" now got into port in quick time, where we arrived about forty minutes later.

The excuse commander Moraga, the man in command of the cruisers gave on his arrival in Valparaiso, was that he mistook us for the "Esmeralda," but it is the general opinion on board that the transport made it too warm for him.

An officer from the transport came aboard, and told us that it was the opinion of all on board that if we had not been in sight as we did, they would all have been at the bottom of the sea; that would have been a great loss for the Congressionalists, for she had a thousand rebel troops on board.

On arriving in Caldera, we had a very great surprise; on the south side of the harbour, the yard-arms of a large ship rose above the surface of the water, and great curiosity was evinced, as to what ship it could be, for, the harbour being so secluded, it could not have been wrecked in the ordinary way.

It appeared that the "Blanco" was lying in the har-

about that night, and feeling quite secure in such a snug retreat, they had relaxed their ordinary vigilance, and had no guard boat out; the captain also, and a few of his officers and crew were ashore. At about four-thirty in the morning the two cruisers came creeping into the bay, not a light showing; nor were they aware of the presence of another ship, until they had got well into the bay, and they certainly were not seen by the "Blanco's" lookouts, until they were close upon her; directly they were seen, the cry "Los Torpedos, Los Torpedos" was raised, and (according to some versions) she opened fire upon them with her small guns, at this the cruiser opened fire upon her; after manœuvring a little, the "Condor" approached to within a cable's length, and discharged, as she steamed up and down past the "Blanco," three torpedoes at her, followed closely by one from the "Lynch;" one of those fired by the "Condor" struck her and immediately exploded, tearing a large rent just below the water line. Seeing that they had "done" for her, they made off, meeting the "Aconcagua" a few miles down the coast; and it was only a few minutes after this meeting, that the "Waraspite" hove in sight. The unfortunate "Blanco" sank a few minutes after she was struck.

Out of a crew of 285, only forty were saved; the killed included nearly all the engineers' department. We anchored just three hours after she went down. Leaving there, we arrived at Port Huascar the same evening where we found the "Huascar" and "Magellana." After calling at Coquimbo, we arrived in Valparaiso on the 26th. This harbour was now well fortified, and the Government troops were continually at target practice, and there was not the slightest doubt that the fleet would have a hard struggle to take the place. Leave being given, I went ashore and had a stroll round. I took the tram for the other side of the town; I found plenty to amuse me on the way. Soldiers and sailors, some of them mere children, so pressed was President Balmaceda for men; but what took most of my time was studying the buildings in the upper town. The tramway runs along streets running at the foot of the hills, upon the sides of which the upper town is built, and you will pass dozens of houses built on what you

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would think were inaccessible rocks, and some of which you would think the rumbling of passing trams would shake down. The conductors of the trams are women, and they are quite an ornament to the streets, as they pass along in their white bib aprons, and (in a good few cases) pretty faces. Red and black bone cent pieces were in use, to augment the circulation of the currency, which at that time was very low. In the course of conversation with an English gentleman, he told me that three prisoners were to be shot the next day, traitors, so-called, to the President; and he told me further, that the most atrocious cruelties were being practised by the President's orders in Santiago, where Congressional prisoners were being daily flogged, flayed, and otherwise tortured.

CHAPTER XXI.

It was found that the "Warspite" had developed serious structural defects, and we were ordered up to Esquimalt, to be docked; accordingly, we left Valparaiso on the 7th May, for Coquimbo, where we stayed until the 3rd of June.

We coaled ship and had several different drills during that period, and one day the "Espiegle" came bringing a Llama as a present from the captain of the "Blanco" to our ship's company; it had swam ashore when the ship went down.

We very often witnessed a review of the Government navy on the meadow land near the beach.

On the 1st June the "Melpomene" came in, and after turning over the command to her, we left for the north on Wednesday, 3rd June. We touched at Iquique on the 6th, where we found the U. S. SS. "Pensacola," "Baltimore," "San Francisco," and "Charleston," composing the American Pacific fleet. Of the rebel fleet there was the "Huascar," "O'Higgins," "Abtao," and "Tolton."

We left the same evening, the "Baltimore" and "San Francisco" playing us out. After a day's stay at Callao, we arrived off the Galapagos Islands on the 11th. At one o'clock we anchored in Tagos Cove, Albemarle Island, the largest island in the group. The officers went ashore shooting, and caught two hair seals, three

penguins, a pelican, and a couple of guano lizards. One of our men caught a young shark on a small fishing line, and managed to get a hitch around its tail with a piece of spun yarn; after it had been cut open, it slipped overboard, and then there was a struggle between it and the angler; the shark was very strong in spite of being disemboweled, but eventually the man got him inboard with a little help. We left the same night, and after a somewhat rough passage, arrived at Acapulco on the 22nd. Here we completed with coal, and left for Esquimalt.

The passage was rough until we arrived off the mouth of the Columbia river, when the sun made his appearance, and it became quite warm. We saw a great number of whales on our way up, and at one time the sea was covered with Portuguese men-o'-war, (paper nantilus.) Arrived in Esquimalt on Sunday, the 5th July, and went out again on Monday, for Plumper Sound, to do our prize firing. There was a great deal of croaking and many doubts were expressed, as to whether the Dry Dock would hold us, but we settled them all, by making a triumphal entry on Saturday, 18th July. Seventeen shipwrights were sent out from England, under a chief constructor, to make good our defects.

After the ship's company had had general leave, four midshipmen, to wit: Messrs. De Montmorency, Caldwell, Johnstone and Brown, got a few days leave to go salmon fishing. They got two Indian canoes, light, crazy affairs, the property of De Montmorency, and, against the advice of an old waterman, went out past the Race Rocks, in the Straits of Juan de Fuca. On the day they ought to have returned, they did not appear, so on the day following, and in fact the month following, search parties, and torpedo boats were sent out in all directions; the broken blade of an oar, and the coat belonging to Mr. De Montmorency, the only things that were found, told the melancholy tale. Nothing has been heard of them since, so everyone arrived at the conclusion that they had been capsized and drowned.

While in the dock, we were connected by telephone to the central office at Victoria, the transmitter and listener being in the signal house on the poop.

On the 14th August, 1891, we completed the first eighteen months of our cruise.

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